

APPROVED

June 17, 2008

Michigan State Administrative Board

Lansing, Michigan

June 3, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, June 3, 2008, at 11:00 a.m.

Present: Kelly Keenan, Chief Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Walt Herzig, Chief of Staff, representing John D. Cherry, Jr., Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Joseph Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Others Present:

James Burris, Janet Rouse, Department of Management and Budget; Amy Meldrum, Department of Transportation

1. CALL TO ORDER:

Mr. Keenan called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Ms. Wolenberg moved that the minutes of the regular meeting of May 20, 2008, be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

DEPARTMENT OF COMMUNITY HEALTH,
Division of Family and Community Health, 06/03/2008
Bureau of Health Professions, Regulatory Division, 06/03/2008

DEPARTMENT OF EDUCATION,
Career and Technical Education, 06/03/2008
Grants Coordination and School Support, 06/03/2008

DEPARTMENT OF HISTORY ARTS AND LIBRARIES, Michigan Historical Center,
Records Management Services, 06/03/2008

Mr. Hank moved that the Retention and Disposal Schedules be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:
(Please see the following pages)

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Ms. MacDowell presented the Building Committee Report for the regular meeting of May 27, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held May 27, 2008, be approved and adopted. The motion was supported by Mr. Pavona and unanimously approved.

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Ms. MacDowell presented the Finance and Claims Committee Reports for the regular meeting of May 27, 2008, and the special meeting of June 3, 2008. After review of the foregoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting held May 27, 2008, and the special meeting held June 3, 2008, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

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Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of May 28, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Report covering the regular meeting held May 28, 2008, be approved and adopted with Item 29 of the regular Transportation agenda withdrawn by the Department of Transportation at the State Administrative Board meeting on June 3, 2008. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Pavona moved to adjourn the meeting. The motion was supported by Ms. MacDowell and unanimously approved. Mr. Keenan adjourned the meeting.

SECRETARY

CHAIRPERSON

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

DEPARTMENT OF COMMUNITY HEALTH,
Division of Family and Community Health, 06/03/2008
Bureau of Health Professions, Regulatory Division, 06/03/2008

DEPARTMENT OF EDUCATION,
Career and Technical Education, 06/03/2008
Grants Coordination and School Support, 06/03/2008

DEPARTMENT OF HISTORY ARTS AND LIBRARIES, Michigan Historical Center,
Records Management Services, 06/03/2008

Mr. Hank moved that the Retention and Disposal Schedules be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:
(Please see the following pages)

APPROVED

June 3, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **May 27, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Brandon Hofmeister, representing Approved _____
Lt. Governor Cherry

Member: Steve Liedel, representing Approved _____
Governor Granholm

Others: Iris Lopez, Department of Attorney General; Joel Storchan,
Department of Information Technology; Sherry Bond, James
Burris, Cindy Collins, Janet Rouse, Steve Urban, Department of
Management and Budget; Steven Bohr, Department of State Police

The Building Committee regular agenda was presented.

Following discussion, Mr. Liedel moved that the regular agenda be
recommended to the State Administrative Board for approval. Supported
by Mr. Hofmeister, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

May 27, 2008 / June 3, 2008
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

AWARD OF NEW EQUIPMENT PURCHASE

1. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – Secretary of State Office Building/Department of Information Technology - Scenario 2 Power Expansion Project
File No. 084/07096.SJU - Index No. 85702
Vendor: Cummins Bridgeway, LLC, Grand Rapids; \$456,825.00

Purpose/Business Case

The purpose of this contract is for the purchase only of 2 (two) 60Hz-1,000/900kW diesel generators that will provide required back-up electrical power for the Department of Information Technology (DIT), Lake Superior Hosting Center located at the Secretary of State Office Building, State Secondary Complex in Dimondale Michigan. These generators will provide a source of emergency power to newly purchased UPS equipment that is also part of this overall project. To satisfy DIT's schedule requirement for the completion of this Scenario 2 Electrical Upgrade Project within the first quarter of 2009, it is crucial that this equipment be pre-purchased prior to a general construction contract being awarded.

This pre-purchase arrangement is necessitated by two factors. The two-generator configuration provides power flexibility to DIT operations to meet its short term and long term emergency power needs. This sophisticated equipment is offered by a very limited number of manufacturers. Purchased competitively, a normal lead time of 50 weeks would be required; however, this particular generator configuration became available on the market with a 22 week lead time due to an order cancellation. The installation of these generators will be competitively bid as part of a future construction contract.

Benefit

The State will benefit by the pre-purchase of the diesel generators by reducing the lead time for this equipment, satisfying DIT's required completion date of the first quarter 2009. This 2009 Scenario 2 project completion date is intrinsically tied to DIT's long term server migration project which in turn will produce long term savings to the State.

Funding Source

100% Agency Operating Funds (DIT)

Commitment

The contract cost is fixed based on Cummins-Bridgeway, LLC's quotation.

Risk Assessment

Failure to approve this contract will result in the delay of completion of the SOS/DIT Scenario 2 Power Upgrade Project by a period of at least 6 months.

Zip Code

48821

2. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – Secretary of State Office Building/Department of Information Technology - Scenario 2 Power Expansion Project
File No. 084/07096.SJU - Index No. 85702
Vendor: Cummins Bridgeway, LLC, Grand Rapids; \$350,711.00

Purpose/Business Case

The purpose of this contract is for the purchase only of PSSI Paralleling Switchgear and Square D Breakers for the Department of Information Technology (DIT), Lake Superior Hosting Center located at the Secretary of State Office Building, State Secondary Complex in Dimondale Michigan. To satisfy DIT's required completion schedule for this Scenario 2 Electrical Upgrade Project within the first quarter of 2009, it is crucial that this equipment be pre-purchased at this time prior to a general construction contract being bid and awarded.

The pre-purchase arrangement is necessitated by two factors. This equipment is offered by a very limited number of manufacturers with a lead time of 4 – 6 months. If purchased through a contractor as part of a standard construction contract bid process the project completion date could not be met. The PSSI paralleling switchgear and Square D breakers would be compatible with existing electrical switchgear and equipment that is currently used at the building. The installation of this electrical equipment will be competitively bid as part of a future construction contract.

Benefit

The State will benefit by the pre-purchase of this paralleling switchgear and breakers by reducing the lead time for this equipment, satisfying the DIT's required completion date of the first quarter 2009. This 2009 Scenario 2 project completion date is intrinsically tied to the DIT's long term server migration project which in turn will produce long term savings to the State.

Funding Source

100% Agency Operating Funds (DIT)

Commitment

The contract cost is fixed based on Cummins-Bridgeway, LLC's quotation.

Risk Assessment

Failure to approve this contract will result in the delay of completion for the SOS/DIT Scenario 2 Power Upgrade Project by a period of at least 6 months.

Zip Code

48821

3. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – Secretary of State Office Building/Department of Information Technology - Scenario 2 Power Expansion Project
File No. 084/07096.SJU - Index No. 85702
Vendor: The Square D Company, Lansing; \$265,435.00

Purpose/Business Case

The purpose of this contract is for the purchase only of a 2500 kva transformer, electrical switchgear and related components for the Department of Information Technology (DIT), Lake Superior Hosting Center located at the Secretary of State Office Building, State Secondary Complex in Dimondale Michigan. To satisfy DIT's schedule requirement for the completion of this Scenario 2 Electrical Upgrade Project within the first quarter of 2009, it is crucial that this equipment be pre-purchased at this time prior to a general construction contract being awarded.

The pre-purchase arrangement is necessitated by two factors. This equipment is offered by a very limited number of manufacturers with a lead time of up to 6 months. If purchased through a contractor as part of a standard construction bid process the project completion date could not be met. This equipment is designed and specified to match other component parts to this project to minimize equipment integration, start-up and operational procedures. The installation of this 2500 kva transformer, electrical switchgear and related components will be competitively bid as part of a future construction contract.

Benefit

The State will benefit by the pre-purchase of the 2500 kva transformer, electrical switchgear and related components by reducing the procurement lead time for this equipment satisfying DIT's required completion date of the first quarter 2009. This 2009 Scenario 2 project completion date is intrinsically tied to DIT's long term server migration project which in turn will produce long term savings to the State. In addition the purchase of this equipment from the specified manufacturer will streamline equipment integration, start-up and operational procedures.

Funding Source

100% Agency Operating Funds (DIT)

Commitment

The contract cost is fixed based on The Square D Company's quotation.

Risk Assessment

Failure to approve this contract will result in the delay of completion for the SOS/DIT Scenario 2 Power Upgrade Project by a period of at least 6 months.

Zip Code

48821

AWARD OF CONSTRUCTION CONTRACTS

4. DEPARTMENT OF NATURAL RESOURCES, ROSE CITY – Ambrose Lake
State Forest Campground – Improvements
File No. 751/04142.JAG - Index No. 75200
Low Responsive Bidder: Pete's Contracting, Inc., Falmouth; \$262,567.50

Purpose/Business Case

The purpose of this contract is to provide additional camping sites, provide ADA compliance at the site and to relocate the existing boat access site.

Benefit

The State will benefit by bringing the campground into compliance with ADA standards which benefit the users of the site. The relocation of the existing boat access site places the new site in a more environmentally sound location which eliminates maintenance and reduces vehicular traffic.

Funding Source

100% Grant

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract could result in lost revenue, higher maintenance costs, negative environmental impact and inadequate access for the handicapped.

Zip Code

48654

5. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, CHEBOYGAN –
Cheboygan Armory – Armory Modifications
File No. 511/08125.RAN - Index No. 11684
Low Responsive Bidder: Ripman Construction Company, Inc. (Qualified
Disabled Veteran), St. Helen; \$950,770.00

Purpose/Business Case

The purpose of this contract is to provide construction services for the modifications to the Cheboygan Armory.

Benefit

The State will benefit by updating the facility to meet current DMVA standards and accommodate the present-day functions of the Michigan National Guard.

Funding Source

64% Federal Construction Funds, 18% Federal Maintenance Funds, 18% State Maintenance Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract could result in a loss of federal funding and leave DMVA with an outdated facility that does not meet the current needs of today's National Guard.

Zip Code

49721

6. DEPARTMENT OF NATURAL RESOURCES, PORT AUSTIN – Port Austin
Harbor of Refuge – New Seawall
File No. 751/04145.HRB - Index Nos. 59650 & 59660
Low Responsive Bidder: Gene Clancy & Sons, Inc., Port Austin; \$353,265.50

Purpose/Business Case

The purpose of this contract is to install a new seawall along Bird Creek at the Port Austin State Harbor of Refuge.

Benefit

The State will benefit by elimination of erosion along the Bird Creek shoreline and in the harbor parking lot and reduction of sediment entering the creek.

Funding Source

100% Restricted Funds (Waterways Funds)

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in continued erosion of the creek bank and parking lot, and increase sedimentation of the creek and Lake Huron.

Zip Code

48467

REVISIONS TO CONSTRUCTION CONTRACTS

7. DEPARTMENT OF NATURAL RESOURCES, MACKINAC ISLAND – Mackinac Island State Harbor of Refuge – Dock Repairs
File No. 751/03303.RAA – Index No. 99049
Morrish-Wallace Construction, Inc., dba/Ryba Marine Construction, Cheboygan;
CCO No. 6, Incr. \$103,932.60

Purpose/Business Case

The purpose of this change order is to comply with agency requests for additional metal roof and decking for existing marina structures and other modifications related to long term usage.

Benefit

This change order will reduce long term maintenance and provide additional user amenities.

Funding Source

100% Restricted Funds

Commitment Level

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in future maintenance issues which will have to be addressed in their operating budget.

Zip Code

49757

8. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Joint Operations Center - Security and Communications Project
File No. 071/05346.EHS - Index No. 53178
Camtronics Communication Company, Detroit; CCO No. 1, Incr. \$73,557.00

Purpose/Business Case

The purpose of this change order is to replace old analog video switching equipment at all Capital Area outlying buildings with state-of-the-art switching equipment .

Benefit

The State will benefit by eliminating old analog technology with a more cohesive and integrated digital video security system.

Funding Source

100% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order could result in the State's existing system failing. The existing system is relatively archaic and replacement parts may become obsolete.

Zip Code

48933

9. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Lewis Cass Building – Sewer and Drain Water Supply
File No. 071/06081.SJU - Index Nos. 23100, 44101 & 53201
Moore Trosper Construction Company, Holt; CCO No. 5, Incr. \$153,015.21

Purpose/Business Case

The purpose of this change order is to provide new power operated door openers at selected door locations to address building employee's special needs, replace existing condensate cooler and chilled water piping systems found to be defective during the course of construction, add the demolition of toilet room HVAC systems to this project which were originally scheduled for the 1st and 2nd Floor Remodeling Project, refinishing of the existing toilet room marble floor surfaces and correct unforeseen construction conditions that are not compliant with building code requirements.

Benefit

Special handicap accessibility features will be provided to building tenants and unforeseen construction and building systems deficiencies will be corrected. HVAC demolition scope changes between the 1st and 2nd floor remodeling project and this project will result in cost savings to the State.

Funding Source

94% Agency Operating Funds; 6% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in the facility not being compliant with ADA and building code requirements, existing chilled water systems would be subject to repair in the near future.

Zip Code

48909

10.DEPARTMENT OF MANAGEMENT OF BUDGET, DIMONDALE – General
Office Building – Renovation to the 1st and 2nd Floors
File No. 071/05264.JRC – Index No. 53159
Moore Trosper Construction Company, Holt; CCO No. 11, Incr. \$58,900.00

Purpose/Business Case

The purpose of this change order is to replace the return air fan at the air handler and penthouse that was discovered to be damaged beyond repair.

Benefit

The State will benefit by bringing the building into current fire and safety code compliance.

Funding Source

100% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to complete this project will leave the General Office Building partially updated and out of fire and safety code compliance.

Zip Code

48918

11. DEPARTMENT OF CORRECTIONS, JACKSON – Egeler Correctional Facility –
Renovations to Cell Blocks 1, 2, 3 & 7 and Housing Units A & B
File No. 472/06408.JNS - Index No. 53275
Carrier Construction Company, Inc., Hickory Corners; CCO No. 11, Incr.
\$21,515.00

Purpose/Business Case

The purpose of this change order is to add two blade type exit signs in Cell Blocks 2 and 3, repair beam detectors in Cell Block 2, repair shrinkage cracks within the stair towers at Cell Blocks 1, 2 and 3, replace damaged asphalt on the north side of Cell Blocks 1, 2 and 3, replace damaged concrete walkways on the north side of Cell Blocks 1, 2 and 3, and receive a credit for mold remediation that did not need to be performed in the Cell Block 2 north stair tower.

Benefit

Additional exit signs in Cell Blocks 2 and 3 and the repair of the Cell Block 2 beam detectors are necessary to obtain final building permit and Office of Fire Safety approvals. Repairs to pavement and concrete walkways were agreed to as a settlement, with many of the walkways being damaged prior to the start of this project but with the Contractor's work causing further damage during the period of construction. This additional work is being completed to comply with building code and fire safety requirements and to assure the safety of staff and prisoners.

Funding Source

100% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order could impact the health and safety of facility staff and prisoners. Repair of walkways is necessary to assure a safe and level walking surface for facility staff and prisoners. Work under this project addresses fire safety, means of egress and heat related illness and is being completed under court order as per agreements reached between the Department of Corrections and the United States District Court, Western Division of Michigan, Southern Division.

Zip Code

49201

LEASE FOR STATE OWNED PROPERTY

12. DEPARTMENT OF EDUCATION – New Lease #11060 effective October 1, 2007, through September 30, 2010, with Opportunities Unlimited for the Blind, Inc, a Michigan Corporation, 305 South Lafayette, City of Greenville, County of Montcalm MI, as Lessor, and the State of Michigan for the Department of Education as Lessee, for approximately 300 acres of land and improvements thereon, known as Camp Tuhsmeheeta and located at 10500 Lincoln Lake Road, Township of Oakfield, County of Kent MI. Lessor makes the Camp property available to Lessee in exchange for services rendered by Lessee in maintaining

the property and in providing educational opportunities for the blind and sight-impaired community. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This Lease provides Opportunities Unlimited for the Blind, Inc. with access to and use of the Camp Tuhsmeheeta grounds and facilities.

Benefit

This Lease allows The Department of Education (DOE) to utilize Camp Tuhsmeheeta as an educational resource for the blind and sight-impaired community of Michigan as it was intended, while also providing DOE with a reliable partner in maintaining the property.

Funding Source

NA

Commitment Level

Three years with one three year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from maintaining the property at the current level or operating it as intended in the deed conveying the property to the State "...for the use and benefit of the Michigan School for the Blind...", now DOE.

Zip Code

48838

LEASE FOR PRIVATE PROPERTY

13. DEPARTMENT OF ENVIRONMENTAL QUALITY, WYOMING - Renewal of Lease #7813 effective September 1, 2008, through August 31, 2018, with Ace Vending Service, Inc. DBA Kent Commerce Center, a Michigan Corporation, 3417 Roger B. Chaffee SE, Wyoming, MI 49548, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Environmental Quality, as Lessee, for 2,000 square feet of warehouse space located at 3415 Roger B. Chaffee SE, Suite 211, Wyoming, MI 49548. The annual per square foot rental rate for this space is \$7.50 (\$1,250.00 per month). This Lease contains one mid term rate increase. Effective September 1, 202013, through August 31, 2018, the annual per square foot rental rate for this space is \$8.70 (\$1,450.00 per month). This rate does not include janitorial service, electricity, light bulb replacement, dumpster, pest control, and fire extinguishers. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The space is utilized by the Department of Environmental Quality and continues to meet their operational needs. The previous lease did not contain any renewal options.

Benefit

Renewal of this Lease allows the Department to remain at the current location and avoid relocation costs. The rental rate is within the current market rate for comparable space in Grand Rapids.

Funding Source

100% General Fund

Commitment Level

Ten years; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service and could possibly bring about increased costs if they are required to relocate

Zip Code

49548

14. DEPARTMENT OF STATE, ROMEO - Renewal of Lease #10184 effective February 1, 2008, through January 31, 2013, with Shina Properties, a Michigan Limited Liability Company, 2150-B Franklin Road, Bloomfield Hills, Michigan 48302, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 1,646 square feet of office space located at 71130 Van Dyke, Romeo, Michigan 48065. The annual per square foot rental rate for this space is \$13.50 (\$1,851.75 per month). This rate does not include utilities, janitorial services and supplies, replacement of fluorescent tubes and bulbs, trash removal and pest control. This Lease contains a Standard cancellation clause with 120-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This space is used as a branch office for the Department of State and continues to meet their needs.

Benefit

Renewal of this lease allows the Department to remain at the current location and avoid relocation costs. The rental rate is within current market rate for comparable space in the area.

Funding Source

27% General Fund; 73% Restricted General Fund

Commitment Level

Five years; however, this Lease contains a Standard cancellation clause with 120-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing uninterrupted service and could possibly bring about increased costs if they are forced to relocate.

Zip Code

48065

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Ms. MacDowell presented the Building Committee Report for the regular meeting of May 27, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held May 27, 2008, be approved and adopted. The motion was supported by Mr. Pavona and unanimously approved.

APPROVED

June 3, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **May 27, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Steve Liedel, representing Approved _____
Governor Granholm

Others: Joel Storch, Department of Information Technology; Brandon Hofmeister, Lt. Governor's Office; Sherry Bond, James Burris, Elise Lancaster, Janet Rouse, Steven Urban, Department of Management and Budget; Steven Bohr, Department of State Police

The Finance and Claims Committee regular agenda was presented.

Following discussion, Mr. Liedel moved that the regular agenda be recommended to the State Administrative Board for approval. The motion was supported by Ms. Lopez and unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

5/20/08 3:00 version

FINANCE AND CLAIMS COMMITTEE

May 27, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center
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STATE ADMINISTRATIVE BOARD

June 3, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center
.....

This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1. DEPARTMENT OF COMMUNITY HEALTH

1) Carson City Hospital Carson City, MI	\$ 60,000.00 Total FY08 100% State GF Four-month grant agreement to provide funding for the Ashley Family Care Clinic to provide primary health care service to a rural population
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2. DEPARTMENT OF CORRECTIONS

1) Jetco Packaging Caledonia, MI	\$ 297,135.00 Total FY08-11 100% Revolving Fund Three-year contract to provide corrugated board for Michigan State Industries
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3. DEPARTMENT OF HUMAN SERVICES

1) Various (Listing on file)	\$ 477,047.70 Amendment \$ 1,062,047.50 New Total FY08 100% Federal Funds Additional funds added to provide additional number of units of parenting services - Proud Father/Proud Parents services
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3. DEPARTMENT OF HUMAN SERVICES continued

- | | | |
|----|--|---|
| 2) | Allegan County United Way
Allegan, MI | NOT TO EXCEED
\$ 33,670.00 Total
FY08-10 100% Federal Funds
Two-year, 4-month contract for
Strong Families/Safe Children
Coordination |
| 3) | MSU Extension
Bay City, MI | NOT TO EXCEED
\$ 47,540.00 Total
FY08-10 100% Federal Funds
Two-year, 4-month, 11-day
contract to provide services to
families with children at risk
of abuse or neglect |
| 4) | Rhonda Rucker
Pottersville, MI | \$ 14,550.00 Amendment
\$ 38,580.00 New Total
FY08-10 100% Federal Funds
Additional funds in support of
Strong Families/Safe Children
program in Eaton County |

4. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- | | | |
|----|---|---|
| 1) | Various Hospital/Educational
Institutions
(Listing on file) | \$ 1,500,000.00 Total
FY08/09
100% State GF/GP Funds
Grantees will be provided
funding for the Michigan
Nursing Corps Initiative. The
initiative will increase
classroom and clinical nursing
instructors, develop education
practice partnership models
that increase the number of
nursing seats, clinical
placements and experiences for
nursing students. |
|----|---|---|

4. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

- | | | |
|----|--|---|
| 2) | Statewide Michigan Public
Colleges, Universities and
Non-Profit Organizations
(Listing on file) | \$ 1,163,840.00 Total
FY08/09
100% Federal Funds
(WIA) Funding will be provided
to the Grantees for the
implementation and operation of
the GEAR-UP program which is
designed to significantly
increase the number of low-
income students who are
prepared to enter and succeed
in postsecondary education. |
| 3) | Ms. Nellie Jenkins-Kendrick
for the Detroit Workforce
Development Department
Detroit, MI | \$ 800,000.00 Total
FY08
100% Federal Funds
(WIA) The Grantee will receive
funding to engage the youth of
Detroit in summer job
opportunities to earn wages,
stipends through paid work-
based learning activities
integrated with classroom
activities or summer camp
enrollment. |
| 4) | Various Statewide Regional
Skills Alliances
(Listing on file) | \$ 305,400.00 Total
FY08/09
100% Federal Funds
The Grantees will receive
federal funding to provide
employment and training
activities for Michigan
Regional Skills Alliances
(MiRSA). MiRSA's are employer-
led, industry-based
partnerships designed to
improve opportunities for
workers to be placed into
permanent employment. |

5. DEPARTMENT OF MANAGEMENT AND BUDGET/CIVIL SERVICE COMMISSION

1)	Development Dimensions International, Inc. Canonburg, PA	\$ 2,493.11 Amendment \$ 25,836.91 New Total FY08 100% Restricted Funds Additional funds for training materials for the new management curriculum due to GSA pricing increase
----	--	--

6. DEPARTMENT OF NATURAL RESOURCES

1)	Snowmobile Grant Amendments (Listing on file)	\$ 81,109.00 Amendment \$ 434,374.00 New Total FY08 100% State Restricted Additional grant funds for repairs to grooming equipment and additional trail grooming
2)	Michigan State University East Lansing, MI	NOT TO EXCEED \$ 505,152.00 Total FY08-12 75% Federal Funds 25% State Restricted Research contract to determine the effectiveness of retaining habitat elements in clear cut units
3)	Michigan State University East Lansing, MI	NOT TO EXCEED \$ 45,000.00 Total FY08-10 75% Federal Funds 25% State Restricted Research contract to assess white-tailed deer and bovine Tuberculosis management interventions

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

7. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|--|--|
| 1) | Apothecary Shoppe Pharmacies
Midland, MI | NOT TO EXCEED
\$ 2,525,355.00 (3 years)
FY08-11 50% General Funds
50% Restricted Funds
071I8200045 Sexually
Transmitted Disease
Medications |
| 2) | Applied Biosystems
Foster City, CA | \$ 164,221.29 (3 years)
FY08-11 100% Federal Funds
391R8200020 Service Agreement
for Applied Brand Laboratory
Instruments |
| 3) | Council of Michigan Dental
Specialties
Lansing, MI | \$ 349,220.00 (3 yrs 4 mos)
FY08-11 100% Restricted Funds
391R8200376/071I8200093
Dental Specialty Examination
Development and Administration |
| 4) | Michigan Public Health
Health Institute
Okemos, MI | \$ 1,426,897.00 (3 years)
FY08-11 50% Federal 50% GF
391R8200124/071I8200073
Statewide Review of Home Help
Program |
| 5) | Third Wave Technologies, Inc.
Madison, WI | NOT TO EXCEED
\$ 671,911.98 (3 years)
FY08-11 100% Restricted
071I7200294 Neonatal Assay
Test Reagents and Supplies |

8. DEPARTMENT OF CORRECTIONS

- | | | |
|----|--|--|
| 1) | Advanced Commodities
Barlett, IL | \$ 800,000.00 (3 years)
FY08-11 100% Restricted Funds
071B8200164/071B8200165
Establishment of Pre-Qualified
Contractors for Fresh Poultry
Products |
| | Ala Carte Foods, Inc.
Albertville, AL | \$ 800,000.00 (3 years)
FY08-11 100% Restricted Funds
071B8200164/071B8200165
Establishment of Pre-Qualified
Contractors for Fresh Poultry
Products for Michigan State
Industries |
| 2) | Stafford Smith
Lansing, MI | \$ 52,656.00 (One-Time)
FY08 100% General Funds
071I8200138 Two Blodgett
Combi Ovens for Brooks and
West Shoreline Correctional
Facilities |

9. DEPARTMENT OF INFORMATION TECHNOLOGY

Various RE:START Vendors

**Short-term Staff Augmentation
Information Technology for
various departments**

- | | | |
|----|--|---|
| 1) | Data-Core
(Suvendu Maitra)
Clinton Twp, MI | \$ 44,000.00 (6 mos)
FY08 100% Federal Funds
071I82000120 For a part-time
Programmer/Analyst to provide
services for completing
modifications to the Department
of Corrections' Allegations,
Investigations, and Personnel
Actions System(AIPAS) |
|----|--|---|

9. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- | | | |
|----|--|--|
| 2) | Data-Core
(Brant Zhang)
Clinton Twp, MI | \$ 117,000.00 (10 mos)
FY08 100% Federal Funds
071I8200121 For a Senior
Programmer/Analyst to assist
with the Time Computation
Project for the Department of
Corrections |
| 3) | Lazer Technologies
(Timothy Stachowski)
Southfield, MI | \$ 127,500.00 (10 mos)
FY08 100% Federal Funds
100% Federal Funds
071I8200121 For a Senior
Programmer/Analyst to assist
with the Time Computation
Project for the Department of
Corrections |
| 4) | WOW Global
(Rani Karchalla)
Pittsburgh, PA | \$ 44,000.00 (6 mos)
FY08 100% Federal Funds
071I82000120 For a part-time
Programmer/Analyst to provide
services for completing
modifications to the Department
of Corrections' Allegations,
Investigations, and Personnel
Actions System (AIPAS) |

10. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- | | | |
|----|--|--|
| 1) | Applied Technology
Systems, LLC
Franklin, MI | NOT TO EXCEED
\$ 71,320.00 (One-Time)
FY08 100% Federal Funds
641R8200508/071I8200105
Teaching and Educational
Materials |
|----|--|--|

11. DEPARTMENT OF NATURAL RESOURCES

- | | | |
|----|--------------------------------|---|
| 1) | Biosonics, Inc.
Seattle, WA | NOT TO EXCEED
\$ 60,737.00 (One-Time)
FY08 100% Restricted Funds
071I8200163 Biosonic Hydro-
acoustical Gear to Acquire
Fisheries Research Data |
|----|--------------------------------|---|

11. DEPARTMENT OF NATURAL RESOURCES continued

- | | | |
|----|---|--|
| 2) | Brennen Industries, Inc.
Sparta, WI | \$ 104,720.00 (3 years)
FY08-11 50% Private Funds
50% NASP Grant (Non-State)
0751R8200282/751R8200307/
071I8200071 Archery Equipment
for the National Archery in the
Schools Programs |
| 3) | Grand Strategy, LLC
South Haven, MI | NOT TO EXCEED
\$ 239,800.00 (One-Time)
FY08 100% Restricted Funds
751R8200073/071I8200110
Used Excavator |
| 4) | Rolling Thunder, Inc
Edar, WI | \$ 120,000.00 (3 years)
FY08-11 100% Restricted Funds
751R8200085/071I8200066
Nationwide Transport of Heavy
Equipment |
| 5) | Veite Cryogenic
Equipment & Service
N. Ridgeville, OH | NOT TO EXCEED
\$ 89,700.00 (One-Time)
FY08 100% Restricted
751R8200797/071I8200107
Bulk Liquid Oxygen Tank for the
Marquette Fish Hatchery |

12. DEPARTMENT OF STATE POLICE

- | | | |
|----|---|---|
| 1) | Foray Technologies, Inc.
San Diego, CA | \$ 273,307.02 (One-Time)
FY08 100% Restricted Funds
551R8200058 Digital Image
Enhancement Systems |
| 2) | Hamilton Robotics Ltd.
Reno, NV | \$ 336,600.00 (3 years)
FY08 100% General Funds
551R8200038/071I8200131
Service Agreement for Hamilton
Robotics Laboratory Instruments |

13. DEPARTMENT OF TRANSPORTATION

1)	International Road Dynamics Spring Grove, IL	NOT TO EXCEED \$ 89,600.00 (One-Time) FY08 100% Federal Funds 591R8200004/071I8200105 Traffic Sensor Control Parts
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CONTRACT CHANGES

14. DEPARTMENT OF COMMUNITY HEALTH

1)	Becton Dickenson Sparks, MD	\$ 45,000.00 Amendment \$ 255,238.88 New Total FY08 100% Federal Funds 071B4200300 Additional funding for Mycobacterium Tuberculosis Test Kits
2)	Health Management Systems of America Eastpointe, MI	\$ 940,000.00 Amendment \$ 4,972,000.00 New Total FY08 100% Restricted Funds 071B6200354 Additional funds for a one-year option for the Health Professional Recovery Initiative contract

15. DEPARTMENT OF INFORMATION TECHNOLOGY

1)	Henrick Associates Grand Rapids, MI	\$ 5,000,000.00 Amendment \$ 9,225,014.00 New Total FY08-09 100% Revolving Funds 071B3001409 Additional funds for a one-year option to the contract for Heating Ventilation, Air Conditioning, and Uninterruptible Power Supply Maintenance
2)	Matsch Financial Systems Grand Rapids, MI	\$ 750,000.00 Amendment \$ 2,625,849.68 New Total FY09-11 100% Revolving funds 071B6000400 Additional funds for a three-year extension of the contract for State's Tele- management System

15. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- | | | |
|----|---|---|
| 3) | Michigan Surveyor Supply
Incorporated
Lansing, MI | \$ 105,601.50 Amendment
\$ 575,486.55 New Total
FY08 100% Revolving Funds
071B7200015 Additional
funding to add the Department
of Natural Resources to the
Department of Transportation's
Survey Instrument Equipment
contract - for marking timber
boundaries |
| 4) | Unisys Corporation
Okemos, MI | \$ 3,815,760.00 Amendment
\$ 59,963,693.77 New Total
FY08-10 64% Federal Funds
36% General Funds
071B1001258 Additional funds
for a one and a half year-
extension of the contract for
Unisys Computer Consultants
for maintenance of the Service
Worker Support System (SWSS)
and the Automated Social
Services Information Support
System (ASSIST) |
| 5) | Waypoint Telecommunications,
LLC
East Lansing, MI | \$ 0.00 Amendment
\$ 1,441,246.00 New Total
071B4200392 To eliminate the
ambiguity in the current
documentation and in MAIN |

16. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- | | | |
|----|--------------------------------------|--|
| 1) | Moore & Associates
Southfield, MI | \$ 107,100.00 Amendment
\$ 402,900.00 New Total
FY09 100% Federal Funds
071B5200345 Additional
funding for a one-year option
to the contract for Customer
Satisfaction Surveys required
by federal law |
|----|--------------------------------------|--|

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

17. DEPARTMENT OF CORRECTIONS

Employee Claim

- 1) Joni LeBlanc \$462.75

The claimant (08-SAB-062) requests \$462.75 reimbursement for her personnel eyeglasses broken by a prisoner. The Department recommends approval of this claim.

Inmate Claims

- 2) Phillip Kirkwood #251898 \$ 74.95

The Claimant (08-SAB/DOC-172) requests \$74.95 reimbursement for his tape player and headphones lost while under control of the Department. The Department recommends approval of this claim.

- 3) Phillip Ortiz #326511 \$ 14.00

The Claimant (08-SAB/DOC-027) requests \$14.00 reimbursement for his headphones broken by staff. The Department recommends approval of this claim.

- 4) Phillip Ortiz #326511 \$ 21.98

The Claimant (08-SAB/DOC-204) requests \$21.98 reimbursement for his Access order never received. The Department recommends approval of this claim.

- 5) Bill Patton #292987 \$ 24.99

The Claimant (08-SAB/DOC-098) requests \$24.99 reimbursement for his guitar strings lost while under control of the Department. The Department recommends approval of this claim.

- 6) Darius Watley #240684 \$ 54.99

The Claimant (08-SAB/DOC-203) requests \$54.99 reimbursement for a pair of boots ordered and never received. The Department recommends approval of this claim.

18. DEPARTMENT OF STATE

- 1) Karen George \$155.00

The claimant (08-SAB-048) requests \$155.00 reimbursement for towing and impound charges due to Secretary of State error. The Department recommends denial of this claim.

19. DEPARTMENT OF TRANSPORTATION

- 1) Olwin Magee \$182.00

The claimant (08-SAB-064) requests \$182.00 reimbursement for damage to her vehicle caused by hitting a pothole. The Department recommends approval of this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

20. DEPARTMENT OF CORRECTIONS

- 1) Requests permission to dispose of unclaimed and abandoned prisoner property without intrinsic value in accordance with PD-BCF-53.01, Section IV, Abandoned and Unclaimed Property from the following facilities:

Saginaw Correctional Facility-6/3/2008

- 2) The Department reports during the month of May 2006, the following action was taken by the Director regarding claims against the State of Michigan for Personal Property Losses Less than \$500.00 that are delegated to the Department per State Administrative Guide Procedure 0620.02:

John D Belcher

Approved \$50 for his watch

21. DEPARTMENT OF ENVIRONMENTAL QUALITY

Reporting an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 with Saginaw Asphalt for \$156,630.00 for the removal and disposal of 3,000 cubic yards of petroleum contaminated soils and site restoration activities.

22. DEPARTMENT OF MANAGEMENT AND BUDGET

The Department of Community Health requests an increase to the Petty Cash fund at the Caro Regional Mental Health Center from \$500.00 to \$1,000.00 for a total increase of \$500.00. The increase would better meet their operational needs. Caro regional Mental Health Center has recently begun purchasing phone cards for the patients in addition to the other uses of the fund and this has led to a significant increase in purchases.

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

APPROVED

June 3, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A special meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **June 3, 2008**. Those present being:

Chairperson: Mary MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Patrick Isom, Department of Attorney General; Carol Wolenberg,
Department of Education; Sherry Bond, James Burris, Janet
Rouse, Department of Management and Budget; Leon Hank, Joe
Pavona, Department of State; Amy Meldrum, Department of
Transportation

The Finance and Claims Committee special agenda was presented.

Following discussion, Ms. Lopez moved that the special agenda be
recommended to the State Administrative Board for approval. The motion
was supported by Mr. Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

**S P E C I A L
A G E N D A**

5/30/08 3:45 ver.

FINANCE AND CLAIMS COMMITTEE

June 3, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

June 3, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

SECTION II. DMB CONTRACTS

Requests approval of the following:

1s. DEPARTMENT OF HUMAN SERVICES

Public Policy Associates, Inc.	\$ 274,392.14 Total
Lansing, MI	FY08-09 62% Federal Funds
	38% General Funds
	071I8200137 Child Welfare
	Improvement Task Force

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

2s. DEPARTMENT OF HUMAN SERVICES

Requests retroactive approval of the following:

1. a \$350,000.00 contract with Miller, Canfield, Paddock & Stone, PLC as Special Assistant Attorneys General to provide services for the DHS in the case of *Dwayne B, et al v Granholm, et al*, the Children's Rights lawsuit;

2. the first amendment to the contract in the amount of \$2,250,000.00; and
3. the second amendment to the contract in the amount of \$2,900,000.00, bringing the total contract amount to \$5,500,000.00

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

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Ms. MacDowell presented the Finance and Claims Committee Reports for the regular meeting of May 27, 2008, and the special meeting of June 3, 2008. After review of the foregoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting held May 27, 2008, and the special meeting held June 3, 2008, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

APPROVED

June 3, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on May 28, 2008. Those present being:

Chairperson: Joseph Pavona, representing Approved _____
Secretary of State Land

Member: Steven Liedel, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget; Tom
Hoane, Department of Natural Resources; Keith Brown, Connie
Hanrahan, Amy Meldrum, Wayne Roe, Jr., Betsy Steudle, Department
of Transportation

The Department of Natural Resources agenda was presented.

Following discussion, Mr. Shell moved that the Natural Resources agenda
be recommended to the State Administrative Board for approval.
Supported by Mr. Liedel, the motion was unanimously adopted.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

Correspondence was received from Kirk Steudle, Director of the
Department of Transportation, regarding an emergency purchase of
\$34,534.62 with M&M Contracting Company to remove and repair a
culvert under US-127 northbound just south of the Military Road
exit in Roscommon County.

Following discussion, Mr. Shell moved that the Transportation regular
agenda be recommended to the State Administrative Board for approval
with Item 29 of the regular agenda contingent upon approval by the
Office of Commission Audit; Item 29 of the regular agenda contingent
upon approval by the Attorney General; and Items 8, 35 through 40, 42,
45, 48, 52, 77, 78, 81, 83, and 84 through 87 of the regular agenda

Transportation and Natural Resources Report
May 28, 2008
Page 2

contingent upon approval at the State Transportation Commission on May 29, 2008. Supported by Mr. Liedel, the motion was unanimously adopted.

Mr. Pavona adjourned the meeting.

At the State Administrative Board meeting on June 3, 2008, Item 29 of the Transportation regular agenda was withdrawn by the Department of Transportation.

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - May 28, 2008- 3:30 P.M.
State Administrative Board Meeting - June 3, 2008 - 11:00 A.M.

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

MINERAL LEASES

ONE DIRECT NONMETALLIC SAND AND GRAVEL MINERAL LEASE - DEVELOPMENT: Mackinac County Road Commission, St. Ignace, Michigan, nonmetallic sand and gravel lease rights, 80 acres, more or less, T44N, R08W, Section 21, Hendricks Township, Mackinac County

Terms: Seven years with a possible three-year extension if in the best interest of the state. Royalty rates are \$0.294 per ton royalty for sand and \$0.602 per ton royalty on gravel.

The Chief, Forest, Mineral and Fire Management approved this item on May 6, 2008. The form of legal documents involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 28, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: June 3, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2004-0346/A4) between MDOT and the Oceana County Board of Commissioners will increase the contract amount by \$1,610 due to higher than anticipated costs associated with the update of the airport layout plan (ALP). The original contract provides for the construction of taxi streets and the update of the airport layout plan at the Oceana County Airport in Hart, Michigan. The contract term remains unchanged, July 8, 2004, through July 7, 2024. The revised contract amount will be \$124,764. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$110,839	\$1,449	\$112,288
Oceana County Funds	<u>\$ 12,315</u>	<u>\$ 161</u>	<u>\$ 12,476</u>
Total	<u>\$123,154</u>	<u>\$1,610</u>	<u>\$124,764</u>

Criticality: The additional funding will cover the higher than anticipated cost of the ALP review. The project is in the closeout phase; a delay would disrupt the closeout schedule.

Purpose/Business Case: To increase the contract amount by \$1,610 to cover higher than anticipated costs associated with the update and review of the ALP.

Benefit: Will provide the funding necessary to complete the work and close the project.

Funding Source: 90% State Restricted Aeronautics Funds and 10% Oceana County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is that Oceana County would be responsible for the additional costs. The county cannot afford the additional costs without state participation.

Cost Reduction: The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49420.

2. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2006-0621/A1) between MDOT and Bishop International Airport Authority (BIAA) will increase the contract amount by \$78,694 due to higher than anticipated costs associated with the obstruction removal. The original contract provides for the removal of airfield obstructions, the installation of obstruction lighting, and the replacement of airfield signs at Bishop International Airport in Flint, Michigan. The contract term remains unchanged, September 25, 2006, through September 24, 2026. The revised contract amount will be \$303,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$213,091	\$31,963	\$245,054
State Bond Funds	\$ 5,607	\$ 841	\$ 6,448
BIAA Funds	<u>\$ 5,608</u>	<u>\$45,890</u>	<u>\$ 51,498</u>
Total	<u>\$224,306</u>	<u>\$78,694</u>	<u>\$303,000</u>

Criticality: The additional funding will cover the higher than anticipated cost of the obstruction removal work. The project is in the closeout phase; a delay would disrupt the closeout schedule.

Purpose/Business Case: To increase the contract amount by \$78,694 to cover higher than anticipated costs associated with the obstruction removal.

Benefit: Will provide the funding necessary to complete the work and close the project.

Funding Source: 80.88% FAA Funds; 2.13% State Bond Funds; 16.99% BIAA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is that BIAA would be responsible for the additional costs. The airport authority cannot afford the additional costs without federal and state participation.

Cost Reduction: The construction was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48507.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2008-0253) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide federal and state grant funds for the rehabilitation of taxiways C and E, including the installation of medium intensity taxiway lighting (MITL), at the Chippewa County International Airport in Sault Ste. Marie, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,050,000. Source of Funds: FAA Funds - \$997,500; State Bond Funds - \$26,250; EDCCC Funds - \$26,250.

Criticality: Taxiways C and E are currently in very poor condition, produce foreign object debris (FOD), and have major drainage problems. The rehabilitation will improve safety margins by reducing FOD and drainage hazards and by updating outdated lighting. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for the rehabilitation of taxiways C and E, including the installation of MITL.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% EDCCC Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were six bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49788.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2008-0269) between MDOT and the City of Charlotte will provide federal and state grant funds for the design of the beacon tower rehabilitation, guidance signs, fuel credit card reader, joint sealing, and paint marking at the Fitch H. Beach Municipal Airport in Charlotte, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$16,000. Source of Funds: FAA Funds (via block grant) - \$12,800; State Bond Funds - \$2,800; City of Charlotte Funds - \$400.

Criticality: The existing infrastructure will be retained and the signs will be upgraded to conform to FAA standards. The project will enhance airport operations and provide jobs for consultants and contractors.

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of the beacon tower, the installation of new guidance signs and a fuel credit card reader, joint sealing, and airport paint marking.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Charlotte Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48813.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2008-0275) between MDOT and the Luce County Board of Commissioners will provide federal and state grant funds for the construction of a Jet A fuel facility at the Luce County Airport in Newberry, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$200,000. Source of Funds: FAA Funds - \$190,000; State Restricted Aeronautics Funds - \$5,000; Luce County Funds - \$5,000.

Criticality: The Jet A fuel facility will enhance aircraft operation safety and will provide a mechanism to stimulate local economic activity. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for the construction of a Jet A fuel facility.

Benefit: Will serve the aviation needs of the airport.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Luce County Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The construction was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49868.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Concrete Slab Replacement

Contract (2008-0279) between MDOT and the Marquette County Board of Commissioners will provide federal and state grant funds for the replacement of a concrete slab (phase II) on runway 1/19 at the Sawyer International Airport in Marquette, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$782,117. Source of Funds: FAA Funds - \$743,011; State Restricted Aeronautics Funds - \$19,553; Marquette County Funds - \$17,553.

Criticality: The concrete slab replacement will address a Letter of Correction item noted by the FAA inspector. The project will increase the margin of safety at the airport by replacing cracked and deteriorating concrete slabs that are used by aircraft during take-off, landing, and taxiing operations. Delaying this project would delay safety improvements deemed necessary by the FAA for safe aeronautical operations.

Purpose/Business Case: To provide for the replacement of a concrete slab on runway 1/19.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Marquette County Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were four bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49841.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2008-0282) between MDOT and the Presque Isle County Board of Commissioners will provide federal and state grant funds for the design and construction of a partial parallel taxiway and a hangar access road at the Presque Isle County/Rogers City Airport in Rogers City, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$455,000. Source of Funds: FAA Funds (via block grant) - \$384,813; State Bond Funds - \$58,812; Presque Isle County Funds - \$11,375.

Criticality: The project will enhance airport safety and capacity for aeronautical activity. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for the design and construction of a partial parallel taxiway and a hangar access road.

Benefit: Will enhance airport safety.

Funding Source: 85.34% FAA Funds; 12.16% State Bond Funds; 2.5% Presque Isle County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder. The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49779.

8. *AERONAUTICS AND FREIGHT (Freight) - Extension of Project Completion Period

Amendatory Contract (2005-0140/A3) between MDOT and the Detroit Connecting Railroad Company (DCRC) will extend the project completion period by seven months to provide sufficient time for the railroad to complete the project. The project completion period will expire on May 31, 2008; however, the railroad is unable to get the ties needed to complete the project until mid-June. The original contract provides assistance in the form of a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the rehabilitation of 1.58 miles of existing track from milepost 0.0 to milepost 1.58. The revised project completion period will be from June 7, 2005, through June 6, 2006, from September 11, 2006, through May 7, 2007, and from May 5, 2008, through December 31, 2008. The contract term remains unchanged, from June 7, 2005, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount remains unchanged at \$111,000. The MiRLAP loan is equivalent to 81.1% of the project cost, not to exceed \$90,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$90,000; DCRC Funds - \$21,000.

Criticality: Approval of this amendment is critical to allow DCRC to complete the rail rehabilitation project to reduce the risk of derailments on a rail line that carries hazardous material.

Purpose/Business Case: To extend the project completion period by seven months to provide sufficient time for DCRC to complete the track rehabilitation project.

Benefit: The project will improve safety by reducing the possibility of a derailment on a line that carries hazardous materials and will help to ensure the continued viability of the railroad.

* Denotes a non-standard contract/amendment

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$ 90,000; DCRC Funds - \$21,000.

Commitment Level: The contract loan amount is based on cost estimates; however, contract language limits the state's participation to the loan amount specified.

Risk Assessment: If this amendment is not approved, the project may not be completed and an opportunity will be lost to improve safety and help to ensure the continued viability of DCRC.

Cost Reduction: Eligible costs will be reimbursed only after DCRC has contributed its matching share of the project costs. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48185.

9. HIGHWAYS - IDS Time Extension

Amendatory Contract (2005-0453/A1) between MDOT and Parsons Transportation Group, Inc., of Michigan will extend the term of the indefinite delivery of service (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z5). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be September 27, 2005, through September 26, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z5), and the traffic signal optimization services under authorization (Z5) cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended. This will provide sufficient time for the consultant to complete ongoing services, including traffic signal optimization work under authorization (Z5). No new authorizations will be issued under this IDS contract.

Benefit: Will allow authorizations issued under this IDS contract to be extended, pending State Administrative Board approval, as applicable.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including traffic signal optimization work under authorization (Z5).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

10. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z5/R1) under Contract (2005-0453) between Parsons Transportation Group, Inc., of Michigan will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because new geometric data provided by the local agencies needs to be reviewed. The original authorization provides for traffic signal optimization services to be performed for 137 signalized intersections in Ingham County (CS various – JN 088119C). The revised authorization term will be October 20, 2006, through September 26, 2009. The authorization amount remains unchanged at \$399,216.82. The contract term will be September 27, 2005, through September 26, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This work is part of MDOT's annual signal optimization program, which seeks to update signal timing to MDOT's new standards and to help to reduce congestion. For this reason, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services for 137 signalized intersections in Ingham County.

Benefit: The additional time will allow the consultant to complete the traffic signal optimization services, which will provide a safer driving environment by reducing traffic accidents. Traffic in corridors will flow more efficiently; user delays and associated costs, including fuel consumption, will be reduced; and pollution will be reduced.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the traffic signal optimization services are not completed, traffic delays and congestion will continue to increase, which will increase safety risks.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

Zip Code: 49017.

11. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2006-0520/A1) between MDOT and Wade Trim Associates, Inc., will provide for the performance of additional design services and will increase the contract amount by \$216,604.55. The additional services will include additional survey work, additional drainage analysis, and needed changes to the design plans. The original contract provides for the performance of road design services for the rehabilitation of M-53 for 6.502 miles from 18 Mile Road to 24 Mile Road in the cities of Sterling Heights and Utica and in Shelby Township, Macomb County (CSs 50011, 50013 - JN 80921C). The contract term remains unchanged, November 22, 2006, through October 1, 2009. The revised contract amount will be \$1,305,020.55. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The design changes will reduce the costs of construction activities and reduce the risk of negative impacts on local wetlands. The construction of the project is currently scheduled to begin in August 2008. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: This amendment will provide for the performance of additional survey work, additional drainage analysis, and adjustments to the design plans. The additional survey work is needed to identify right-of-way fence replacements and stake boring locations for the MDOT boring crew and to outline the wetland area that could be impacted by the construction activities. The additional drainage analysis is needed to calculate the storm levels for the portions of M-53 that will be lowered to meet underclearance requirements and to confirm the flows at major crossings; it will also allow energy dissipation at erosion areas and possible wetland area impacts to be reviewed. The additional road design work will include the redesign of a portion of M-53 for overlay work rather than reconstruction and the redesign for the relocation of one water main determined to be in conflict.

Benefit: The additional survey work will eliminate the need to replace all of the right-of-way fencing, allow the boring sites to be more efficiently located, and reduce the chances of Michigan Department of Environmental Quality violations for wetland impacts, all of which will significantly reduce the project costs. The additional drainage analysis will allow drainage improvements to be made instead of costly crossing replacements. The redesign of a portion of M-53 from reconstruction to overlay will reduce user delays and associated costs, and design alterations at the 23 Mile Road interchange will increase the level of service and reduce the likelihood of accidents.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not approved and the additional services, including the design changes, are not performed, the construction project, public safety, and federal funding could be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48317.

12. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z4/R3) under Contract (2006-0616) between MDOT and Wade Trim Associates, Inc., will provide for the performance of additional as-needed design services during construction and will increase the authorization amount by \$3,670.12. The additional services will include the design of modifications required because the project was changed from a deck replacement to a superstructure replacement. The original authorization provides for as-needed design services during construction to be performed for US-24 from US-12 to Joy Road in Wayne County (CS 82053 - JN 58175A). The authorization term remains unchanged, November 3, 2006, through September 19, 2009. The revised authorization amount will be \$265,896.87. The contract term is September 20, 2006, through September 19, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: It is critical that this authorization revision be approved at this time to allow the continuation of the as-needed design services during construction. The project is currently in the construction phase, and the deck has been removed, as the existing box beams were found to be in critical condition. The design plans must be modified because the project has been changed from a deck replacement to a superstructure replacement. This contract cannot be deferred until a later State Administrative Board agenda because delaying this work would delay the construction of the project, which would necessitate the closing of the structure.

Purpose/Business Case: To provide for the performance of additional as-needed design services during construction and to increase the authorization amount by \$3,670.12. The additional services will include the design of modifications required because the project was changed from a deck replacement to a superstructure replacement.

Benefit: The revision will provide for the continuation of essential design services during construction for this complex construction project. The project will extend the life of the structure by at least 30 years.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the structure will have to be closed, as it is currently under construction and without a deck. There would be increased costs and claims due to contractor delays.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48180.

13. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2006-0636/A1) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional design services required for necessary viaduct structure replacements, will increase the contract amount by \$766,641.90, and will extend the contract term by 22 months to provide sufficient time for the consultant to complete the services. The additional services include additional soil boring, plan preparation, utility coordination, staging, and maintaining traffic work for the removal and replacement of the existing viaduct roadways, retaining walls, and foundations. The original contract provides for design services to be performed for the reconstruction of M-85 from Schaefer Highway to Oakwood Boulevard in the city of Detroit, Wayne County (CS 82073 - JNs 80011C and 79724D). The revised contract term will be January 17, 2007, through December 31, 2010. The revised contract amount will be \$3,594,679.54. Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Detroit (Act 51) Funds.

Criticality: This amendment will provide for the performance of additional design services for viaduct structure replacements that are necessary due to the instability of the existing structures. The project schedule could be jeopardized if the additional work does not begin as soon as possible. Therefore, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services for the replacement of the viaduct structures. This work is needed because of the structural instability of the existing viaducts.

Benefit: The design for the replacement of the viaduct structures will allow the project to be completed and the safety improvements to be made as scheduled. This project will improve the safety of the roadway and reduce long-term maintenance costs.

Funding Source: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Detroit (Act 51) Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the design for the replacement of the viaduct structures is not included in this project, the project won't be completed as scheduled, MDOT will have to perform excessive maintenance work on the structures until the replacement work can be programmed, traffic and maintenance impacts will be extended over a longer period of time, and safety improvements will be delayed.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

14. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z13/R1) under Contract (2007-0461) between MDOT and Tyme Engineering, Inc., will provide for the performance of additional construction engineering services and will increase the authorization amount by \$54,125.66. The additional construction engineering services are required because the construction contractor must install additional deck drainage structures and foundation due to utility conflicts and must revise permanent traffic signing and pavement markings to eliminate conflicts. The original authorization provides for full construction engineering services to be performed for the M-53 bridge widening project over I-696 and for safety improvements at M-53 and 11 Mile Road, Macomb County (CS 50061 - JN 46103A). The authorization term remains unchanged, July 9, 2007, through March 22, 2010. The revised authorization amount will be \$174,125.87. The contract term will be March 23, 2007, through March 22, 2010. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: It is critical that this revision be approved to provide for construction engineering oversight required through the end of the construction project. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for additional construction engineering services.

Benefit: Will allow the consultant to provide construction engineering oversight through the end of the construction project.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the completion of the construction engineering services will be jeopardized and federal participation could be lost on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48093.

15. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2007-0559) between MDOT and R. S. Scott Associates, Inc., will provide for as-needed inspection and testing services to be performed for hot mix asphalt (HMA) materials for various counties in the Superior Region. The work items include HMA inspection, quality assurance testing, and the preparation and documentation of project records. The authorization will be in effect from the date of award through June 5, 2010. The authorization amount will be \$140,063.29. The contract term is June 6, 2007, through June 5, 2010. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The HMA needs to be tested before it can be placed to ensure that it meets specification requirements and that FHWA funding is not jeopardized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for HMA materials for various counties in the Superior Region. The work items include HMA inspection, quality assurance testing, and the preparation and documentation of project records.

Benefit: Will provide for the performance of inspection and testing services, which will help to ensure a long lasting and high quality product that meets specifications and improves the quality of life for MDOT customers.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services were not provided, the HMA work would not have needed inspection and testing, and federal funding would be in jeopardy.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49829.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z19) under Contract (2008-0008) between MDOT and Wilcox Professional Services, LLC, will provide for construction inspection and testing services to be performed for I-94 eastbound from I-196 to M-140 in Berrien County (CS 11017 - JN 60466A). The work items include inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through October 17, 2010. The authorization amount will be \$281,032.38. The contract term is October 18, 2007, through October 17, 2010. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Inspection and testing are critical to the successful completion of MDOT projects. The consultant will ensure that the construction project meets all federal and state requirements.

Purpose/Business Case: To provide for construction inspection and testing services to be performed for I-94 eastbound from I-196 to M-140, Berrien County.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49022.

17. HIGHWAYS – IDS Engineering Services

Authorization (Z3) under Contract (2008-0121) between MDOT and Alfred Benesch & Company will provide for the performance of design services for final deck replacements for structure B01 on I-675 and structure B01-6 on M-58 over the Saginaw River in the city of Saginaw, Saginaw County (CS 73101 – JN 085115D). The work will include the structural design of the conventional deck; the preparation of required plans, typical cross-sections, approach work, traffic control, and details and specifications required for design and construction; the maintenance of the design project record; and the computation and verification of all plan quantities. The authorization will be in effect from the date of award through January 15, 2011. The authorization amount will be \$346,123.67. The contract term is January 16, 2008, through January 15, 2011. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: This authorization will provide for the design of final decks to be constructed for structure B01 on I-675 and structure B01-6 on M-58 over the Saginaw River. I-675 is a major route often used as a detour route when work is performed on the Zilwaukee Bridge on I-75. It is in poor condition, and this work must be done to improve vehicular safety. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design services for final deck replacements for structure B01 on I-675 and structure B01-6 on M-58 over the Saginaw River in the city of Saginaw, Saginaw County.

Benefit: Will ensure safe vehicular travel over the bridges.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, these structures will continue to deteriorate, safety risks and maintenance costs will increase, and federal funding may be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48604.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0190) between MDOT and Surveying Solutions, Inc., will provide for construction staking services to be performed for various construction projects in the Macomb Transportation Service Center (TSC) service area on an as-needed basis. The authorization will be in effect from the date of award through April 1, 2011. The authorization amount will be \$248,089.43. The contract term is April 2, 2008, through April 1, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Construction staking services are required during construction by federal law and are required to meet the demands of the projects on time. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for construction staking services to be performed in the Macomb TSC service area on an as-needed basis.

Benefit: Will provide for staking on construction projects as required by federal law, which will result in a high quality product that meets federal and state standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, the projects will lack adequate staking, which could result in substandard work and the loss of federal funds.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48310.

19. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0204) between MDOT and Wightman & Associates, Inc., will provide for construction inspection and testing services to be performed for US-12 from the east city limits of Three Oaks to west of Dayton Road in Berrien County (CS 11021 - JN 85849A). The work items include inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through April 14, 2011. The authorization amount will be \$226,887.83. The contract term is April 15, 2008, through April 14, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Inspection and testing are critical to the successful completion of MDOT projects. The consultant will ensure that the construction project meets all federal and state requirements. Construction for this project is scheduled to begin in June 2008. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for construction inspection and testing services to be performed for US-12 from the east city limits of Three Oaks to west of Dayton Road, Berrien County.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49128.

20. HIGHWAYS - IDS Engineering Services

Contract (2008-0255) between MDOT and Mixon/Hill of Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

21. HIGHWAYS - IDS Engineering Services

Contract (2008-0256) between MDOT and West Michigan Testing, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

22. HIGHWAYS - IDS Engineering Services
Contract (2008-0257) between MDOT and URS Corporation Great Lakes will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
23. HIGHWAYS - IDS Engineering Services
Contract (2008-0259) between MDOT and M.C. Smith Associates and Architectural Group, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
24. HIGHWAYS - IDS Engineering Services
Contract (2008-0261) between MDOT and Global Remediation Technologies, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
25. HIGHWAYS - IDS Engineering Services
Contract (2008-0263) between MDOT and Hardesty & Hanover, LLP, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
26. HIGHWAYS - IDS Engineering Services
Contract (2008-0264) between MDOT and Hamilton Anderson Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

27. HIGHWAYS - IDS Engineering Services

Contract (2008-0265) between MDOT and Midwestern Consulting, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

28. HIGHWAYS - IDS Engineering Services

Contract (2008-0276) between MDOT and Patrick Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

29. HIGHWAYS - Participation for Local Agency Contract

Amendatory Contract (2008-5163) between MDOT and the Detroit/Wayne County Port Authority will provide for funding participation in the following improvements:

PART A

The performance of the pre-construction portion of the Construction Manager at Risk activities for a public dock located along the Detroit River at Bates Street and for a public passenger ship terminal building located along the southeast side of Atwater Street between Renaissance Drive and Bates Street in the city of Detroit, Michigan; the performance of the construction portion of the Construction Manager at Risk activities for a functional public passenger ship terminal building located along the southeast side of Atwater Street between Renaissance Drive and Bates Street, including the review and evaluation of construction documents during the design phase and construction management and services during the construction phase.

PART B

The performance of the construction portion of the Construction Manager at Risk activities for timber pile repair and seawall repair work along the Detroit River for a public dock and passenger ship terminal building as described in Part A, including construction management and construction services.

The purpose of this amendment is to provide for the inclusion of the construction portion of the Construction Manager at Risk activities necessary for the completion of a public passenger ship terminal building located along the southeast side of Atwater Street between Renaissance Drive and Bates Street as part of the Part A portion of the project, the addition of the construction portion of the Construction Manager at Risk activities necessary for timber pile repair and seawall repair work along the Detroit River for the proposed public dock and passenger ship terminal building as the Part B portion of the project, and the increase in the estimated project cost.

* Denotes a non-standard contract/amendment

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART A AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$36,000	\$4,600,000	\$4,636,000
State Restricted Comprehensive Transportation Funds	\$ 9,000	\$1,150,000	\$1,159,000
Detroit/Wayne County Port Authority Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$45,000</u>	<u>\$5,750,000</u>	<u>\$5,795,000</u>

	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$750,000	\$5,386,000
State Restricted Comprehensive Transportation Funds	\$187,500	\$1,346,500
Detroit/Wayne County Port Authority Funds	\$ 0	\$ 0
Total Funds	<u>\$937,500</u>	<u>\$6,732,500</u>

HPP 82400 – 74904, DPO 82457 - 103061; Wayne County
Amendment

Criticality: The work for the pre-construction phase of the project is underway. Approval of this amendment will allow the contractor to begin construction so that the passenger ship terminal building can be open for the start of the Great Lakes 2009 passenger ship season. Delaying this amendment would delay the construction phase of the public passenger ship terminal building and the repair work for the seawall, which is part of an overall Detroit Waterfront Dock and interstate access improvement project expected to create jobs and promote tourism in the State of Michigan.

Purpose/Business Case: To amend the original contract to allow the public passenger ship terminal building to be constructed and the seawall to be repaired to enhance its stability and safety.

Benefit: Will allow the construction of the public passenger ship terminal building and the repair work for the seawall to proceed. The project is expected to increase mobility and tourism in Michigan.

Funding Source: Federal High Priority Project Funds and State Comprehensive Transportation Funds for Part A; Federal Demonstration Funds and State Comprehensive Transportation Funds for Part B.

Commitment Level: 80% federal and 20% state for both Part A and Part B.

Risk Assessment: Without this amendment, the construction phase of the public passenger ship terminal building portion of the project and the repair work for the seawall portion of the project will not be able to proceed and the opportunity to create jobs, promote tourism, and open the facility for the beginning of the Great Lakes 2009 passenger ship season will be lost.

Cost Reduction: Construction costs are based on a guaranteed maximum price provided by the contractor and verified against industry standard costs for similar types of work.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48502.

30. HIGHWAYS – Railroad Grade Crossing Improvement Project

Contract (2008-5223) between MDOT and the Chippewa County Economic Development Corporation (CCEDC) will set forth the responsibilities of the parties for the performance of construction improvements for the crossing of the CCEDC railroad tracks with Highway M-80 near Kinross, Chippewa County, Michigan. These improvements include the removal and reconstruction of the at-grade crossing surface and warning device modernization.

Estimated Funds:

Federal Highway Administration Funds	\$ 336,000
State Restricted Trunkline Funds	<u>\$ 37,300</u>
Total Funds	<u>\$ 373,300</u>

STR 17082 - 81322
Railroad Bid Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in conjunction with the related roadway project being let in June 2008. Delaying the railroad work would stop the roadway work and result in additional payment to the contractor for the delay.

Purpose/Business Case: Enhanced crossing surface for maximum service life.

Benefit: Increased safety by providing smoother crossing surface and warning device reliability.

Funding Source: Federal Highway Administration Funds; State Railroad Grade Crossing Funds.

Commitment Level: 90% federal and 10% state; based on railroad bid.

Risk Assessment: If the work is not performed, the related roadway project would be stopped and additional payments would have to be made to the contractor for the delay, and an opportunity would be lost to make needed safety improvements and extend the service life of the crossing surface.

Cost Reduction: Improvements are on railroad property, and CCEDC's contractor is doing the work.

Selection: Low bid.

New Project Identification: Improvements to existing railroad crossing.

Zip Code: 49788.

31. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2008-0280) between MDOT and the Road Commission for Oakland County will provide for the construction of a chemical storage facility in the City of Troy, Oakland County. The contract will be in effect from the date of award through two years. The contract amount will be \$400,000. Source of Funds: 84% State Restricted Trunkline Funds and 16% Oakland County Road Commission Funds.

Criticality: Chemical storage facilities are essential to the operation and maintenance of state trunkline highways and county roads, particularly in the winter. If this facility is not constructed, maintenance of the state trunklines and county roads will be delayed, which could result in unsafe road conditions.

Purpose/Business Case: To provide for the construction of a chemical storage facility in the city of Troy, Oakland County. The chemical storage building will be a metal arch facility with a capacity of approximately 2,500 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 84% State Restricted Trunkline Funds and 16% Oakland County Road Commission Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

* Denotes a non-standard contract/amendment

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Oakland County. Failure to approve this contract and construct the facility would result in the lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 48328.

32. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2008-0281) between MDOT and the Macomb County Road Commission will provide for the construction of a chemical storage facility in Clinton Township, Macomb County. The contract will be in effect from the date of award through two years. The contract amount will be \$700,000. Source of Funds: 46% State Restricted Trunkline Funds and 54% Macomb County Road Commission Funds.

Criticality: Chemical storage facilities are essential to the operation and maintenance of state trunkline highways and county roads, particularly in the winter. If this facility is not constructed, maintenance of the state trunklines and county roads will be delayed, which could result in unsafe road conditions.

Purpose/Business Case: To provide for the construction of a chemical storage facility in Clinton Township, Macomb County. The chemical storage building will be a high arch facility with a capacity of approximately 10,000 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 46% State Restricted Trunkline Funds and 54% Macomb County Road Commission Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Macomb County. Failure to approve this contract and construct the facility would result in the lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 48043.

33. *MACKINAC BRIDGE AUTHORITY - IDS Time Extension

Amendatory Contract (2006-0046/A1) between the Mackinac Bridge Authority and Parsons Transportation Group, Inc., of Michigan will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete required inspection services under authorization (Z8). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. The revised contract term will be December 15, 2005, through December 14, 2009. The maximum contract amount remains unchanged at \$1,000,000. Source of Funds: 100% Mackinac Bridge Authority Toll Revenue Funds.

Criticality: If the IDS contract is not extended, bridge inspection services issued under authorization (Z8) cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow bridge inspection services issued under authorization (Z8) to be completed.

Benefit: Will required bridge inspection services under authorization (Z8) to be completed.

Funding Source: 100% Mackinac Bridge Authority Toll Revenue Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, bridge inspection services issued under authorization (Z8) cannot be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 49781.

34. MACKINAC BRIDGE AUTHORITY - IDS Engineering Services

Authorization (Z8) under Contract (2006-0046) between the Mackinac Bridge Authority and Parsons Transportation Group, Inc., of Michigan will provide for the 2008 annual and fracture critical inspections to be performed for the Mackinac Bridge in Mackinac and Emmet Counties. The consultant will use observations and measurements to determine the physical and functional conditions of the bridge for the annual inspection. The fracture critical members of the support truss will also receive detailed, hands-on inspection, as required by the FHWA. The authorization will be in effect from the date of award through December 14, 2009. The authorization amount will be \$122,614.23. The contract term will be December 15, 2005, through December 14, 2009. Source of Funds: 100% Mackinac Bridge Authority Toll Revenue Funds.

Criticality: The Mackinac Bridge must be inspected annually to maintain it in safe operational condition and meet federal requirements.

Purpose/Business Case: This authorization will provide for the performance of the annual and fracture critical inspections of the Mackinac Bridge.

Benefit: The bridge inspections will meet federal inspection requirements and allow the condition of the bridge to be documented so that maintenance work can be planned and prioritized.

Funding Source: 100% Mackinac Bridge Authority Toll Revenue Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the bridge is not inspected, defects in the bridge may not be detected, which could lead to progressive deterioration and failure, and federal requirements will not be met.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49781.

35. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z8/R2) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will extend the authorization term by one year to provide sufficient time for BWATC to complete the purchase of buses. The procurement was delayed due to difficulty finding vehicles that met both Federal Transit Administration (FTA) and Head Start requirements. The vehicles have been ordered, but delivery is not expected until after the authorization's current expiration date. The original authorization provides state matching funds for BWATC's FY 2004 Federal Section 5307 Urbanized Area Formula Capital and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be from July 7, 2004, through July 6, 2007, and from October 11, 2007, through July 6, 2009. The authorization amount remains unchanged at \$795,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FTA Funds - \$636,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$159,000.

Criticality: Approval at this time is critical to replace vehicles that have met their useful lives and may no longer be safe to operate. The replacement vehicles are needed to ensure passenger safety.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for BWATC to complete the purchase of replacement buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$636,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$159,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48060.

36. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z2/R3) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and in portions of Wayne and Oakland Counties, will extend the authorization term by 18 months to provide sufficient time for DDOT to complete construction of a clean fuels facility. The additional time is needed because revisions to the city's building and safety engineering and zoning codes caused delays to the project. Construction has begun and all grant funds are expected to be expended by December 2009. The original authorization provides state matching funds for DDOT's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be December 19, 2001, through June 18, 2008. The authorization amount remains unchanged at \$3,713,680. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,970,944; FY 2002 State Restricted Comprehensive Transportation Funds - \$742,736.

Criticality: Approval at this time is critical to allow DDOT to complete construction of the clean fuels facility, which will retain jobs and improve air quality.

Purpose/Business Case: To extend the authorization term by 18 months to provide sufficient time for DDOT to complete the construction of a clean fuels facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,970,944; FY 2002 State Restricted Comprehensive Transportation Funds - \$742,736.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

37. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z28/R3) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will extend the authorization term by two years to provide sufficient time for MTA to complete the purchase of the remaining service vehicle, which will be used to move non-operational vehicles around the property. The additional time is needed because the vehicle price was higher than expected, and MTA is seeking to purchase a used vehicle instead. The original authorization provides state matching funds for MTA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be July 12, 2005, through July 11, 2010. The authorization amount remains unchanged at \$3,669,789. The toll credit amount remains unchanged at \$669,469. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,605,301; FY 2002, FY 2003, and FY 2006 State Restricted Comprehensive Transportation Funds - \$64,488.

Criticality: This revision is critical because it allows the purchase of a service vehicle that will move non-operational buses around the property, which will enable MTA to continue to manage a safe, reliable fleet.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for MTA to purchase a service vehicle.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,605,301; FY 2002, FY 2003, and FY 2006 State Restricted Comprehensive Transportation Funds - \$64,488.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

38. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z17/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the project. The additional time is needed because SMART chose to use funds from an older grant to acquire as much bus route signage as possible before spending designated funds on the signage line item in this grant, and the coordination of funding obligations between the two grants delayed the project. Also, the renovation of the Monroe facility has taken longer than anticipated. The original authorization provides state matching funds for SMART's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be July 1, 2004, through June 30, 2009. The authorization amount remains unchanged at \$15,904,739. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$12,723,791; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$3,180,948.

Criticality: Approval of this revision at this time is critical because SMART has ongoing vendor expenses it must pay in order to complete the project.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for SMART to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$12,723,791; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$3,180,948.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

39. PASSENGER TRANSPORTATION - Loaner Vehicle Transfer

Project Authorization (Z5) under Master Agreement (2007-0175) between MDOT and the Benzie Transportation Authority will provide for the granting and titling of one loaner vehicle to the Benzie Transportation Authority. This vehicle was originally purchased for a low-floor bus demonstration project that has been completed. The purpose of the low-floor chassis bus is to reduce the need for driver control of a mechanical lift device during boarding. MDOT concluded that low-floor chassis buses were not practical for use in rural transportation applications and solicited interest from local transit agencies in acquiring the demonstration buses for use in their fleets. The Benzie Transportation Authority was chosen to receive one of the available buses to assist it in providing vital transportation service to individuals with disabilities. The original price of the vehicle was \$113,585; the current depreciated value is \$80,000. The authorization will be in effect from the date of award through six months. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2002 State Restricted Comprehensive Transportation Funds - \$80,000.

Criticality: Approval of this authorization is critical because the Benzie Transportation Authority has vehicle fleet deficiencies that threaten to impair its ability to provide vital transportation service to individuals with disabilities.

Purpose/Business Case: To grant and title one low-floor chassis bus to the Benzie Transportation Authority for use in its fleet.

Benefit: The Benzie Transportation Authority will be able to continue to provide vital transportation services to individuals with disabilities in its service area.

Funding Source: FY 2002 State Restricted Comprehensive Transportation Funds - \$80,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: Loss of vital transportation service to individuals with disabilities.

Cost Reduction: Amount is determined by MDOT based on depreciation cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49640.

40. PASSENGER TRANSPORTATION - Loaner Vehicle Transfer

Project Authorization (Z7) under Master Agreement (2007-0178) between MDOT and the Blue Water Area Transportation Commission (BWATC) will provide for the granting and titling of one loaner vehicle to BWATC. This vehicle was originally purchased for a low-floor bus demonstration project that has been completed. The purpose of the low-floor chassis bus is to reduce the need for driver control of a mechanical lift device during boarding. MDOT concluded that low-floor chassis buses were not practical for use in rural transportation applications and solicited interest from local transit agencies in acquiring the demonstration buses for use in their fleets. BWATC was chosen to receive one of the available buses to assist it in providing vital transportation service to individuals with disabilities. The original price of the vehicle was \$113,585; the current depreciated value is \$80,000. The authorization will be in effect from the date of award through six months. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2002 State Restricted Comprehensive Transportation Funds - \$80,000.

Criticality: Approval of this authorization is critical because BWATC has vehicle fleet deficiencies that threaten to impair its ability to provide vital transportation service to individuals with disabilities.

Purpose/Business Case: To grant and title one low-floor chassis bus to BWATC for use in its fleet.

Benefit: BWATC will be able to continue to provide vital transportation services to individuals with disabilities in its service area.

Funding Source: FY 2002 State Restricted Comprehensive Transportation Funds - \$80,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: Loss of vital transportation service to individuals with disabilities.

Cost Reduction: Amount is determined by MDOT based on depreciation cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48060.

41. PASSENGER TRANSPORTATION - Rural Transit Assistance Program

Project Authorization Revision (Z3/R2) under Master Agreement (2007-0420) between MDOT and the Michigan Public Transit Association (MPTA), in Ingham County, will provide for the addition of contract language and guidelines that are not in the master agreement and are necessary for the implementation and administration of the Rural Transit Assistance Program (RTAP). The original authorization provides federal RTAP funds for the administration of the RTAP program on behalf of MDOT for fiscal year 2008. The program is 100 percent federally funded and provides grants/scholarships for training opportunities and materials to transit operators in nonurbanized areas. The authorization term remains unchanged, October 1, 2007, through September 30, 2008. The authorization amount remains unchanged at \$117,705. The term of the master agreement is from March 30, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$117,705.

Criticality: This revision is critical to clarify the contract language. Funding for this program provides for continued safety training to transit personnel. RTAP funds enable transit personnel to receive training in such areas as dealing with unruly passengers, first aid, vehicle maintenance, Americans with Disabilities Act requirements, liabilities, wheelchair securements, policies, and dealing with mental health clients.

Purpose/Business Case: To provide for the addition of contract language and guidelines necessary for the implementation and administration of the RTAP.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$117,705.

Commitment Level: Authorization amount is based on available federal funds.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Authorization amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

42. *PASSENGER TRANSPORTATION - Section 5316 Revenue Grant

Amendatory Contract (2007-0571/A1) between MDOT and the Federal Transit Administration (FTA) will provide for additional grant funds of \$852,521 in FY 2006 Federal Section 5316 Job Access/Reverse Commute Program funds under Federal Grant MI-37-X024 and additional state matching funds in the amount of \$802,125. The funds will be used by transit agencies to provide services designed to transport welfare recipients and eligible low-income individuals to jobs and activities related to their employment in FY 2008 and to purchase capital items in support of these services. The revised contract amount will be \$2,906,773. The contract term remains unchanged, from October 1, 2006, until the last obligation between the parties has been fulfilled. Source of Funds: FTA Funds - \$1,584,749; FY 2007 and FY 2008 State Restricted Comprehensive Transportation Funds - \$1,322,024.

This amendment was previously approved by the State Transportation Commission at its November 29, 2007, meeting at the lower amount of \$2,832,841. As additional federal funds were approved and state matching funds were available, the contract amount has been increased to provide for additional services.

Criticality: The FY 2006 Section 5316 grant provides federal funds for transit agencies to operate service in FY 2008 designed to transport welfare recipients and eligible low-income individuals to jobs and activities related to their employment and to purchase capital items in support of these services. The transit agencies have been waiting since October 1, 2007, to receive these additional funds.

Purpose/Business Case: To provide for the FTA to grant MDOT an additional \$852,521 in Section 5316 Job Access/Reverse Commute Program funds for FY 2008 under Federal Grant MI-37-X024, to be matched with \$802,125 in state funds.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$1,584,749; FY 2007 and FY 2008 State Restricted Comprehensive Transportation Funds - \$1,322,024.

Commitment Level: Grant amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: Provides for the continuation of this operating assistance program for FY 2008.

Zip Code: 48909.

43. TRANSPORTATION PLANNING - Unified Work Program Activities

Project Authorization Revision (Z11/R1) under Master Agreement (2006-0012) between MDOT and the West Michigan Shoreline Regional Development Commission (WMSRDC) will increase the authorization amount by \$19,595 in previously obligated funds. The original authorization provides for assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization term remains unchanged, October 1, 2007, through September 30, 2008. The revised authorization amount will be \$58,089; this amount was approved by the Federal Highway Administration in the WMSRDC's FY 2008 Unified Work Program (UWP). The term of the master agreements is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Transit Administration Funds and 20% WMSRDC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450, Section 308, and the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To increase the authorization amount by \$19,595 in previously obligated funds. The additional funds will allow the MPO to complete the tasks that were specified in its UWP based on the revised authorization amount.

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to MPOs. 80% Federal Transit Administration Funds (Section 5303) and 20% WMSRDC Funds.

Commitment Level: The costs of these projects are based on the budgeted amounts in the federally approved UWP. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss millions of federal dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49443.

44. TRANSPORTATION PLANNING - Ozone Action Outreach Program

Project Authorization Revision (Z12/R1) under Master Planning Agreement (2006-0012) between MDOT and the West Michigan Shoreline Regional Development Commission (WMSRDC) will increase the authorization amount by \$46,854 in unspent FY 2007 funds. The additional funds will be used to complete Ozone Action Outreach Program activities. The original authorization provides for the performance of activities to raise public awareness of and expand the Ozone Action Outreach Program in the WMSRDC metropolitan area, including promotional/educational activities with local media at community events. The authorization term remains unchanged, March 3, 2008, through September 30, 2008. The revised authorization amount will be \$156,854. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% WMSRDC Funds.

Criticality: These federally authorized funds must be made available in order for the MPOs to meet federal requirements as set forth in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To increase the authorization amount by \$46,854 to complete Ozone Action Outreach Program activities.

Benefit: Will raise public awareness of the Ozone Action Day Program in the Macatawa area.

Funding Source: Dedicated federal funds that must be passed through to the MPO per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% WMSRDC Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of MPOs and the loss of millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49443.

45. *TRANSPORTATION PLANNING - Jurisdictional Transfer

Memorandum of Understanding (MOU) (2008-0262) between MDOT and the Ontonagon County Road Commission will transfer jurisdiction of M-107 from its western terminus at the Lake of the Clouds Overlook contact station in the Porcupine Mountains State Park easterly to the centerline of M-64, a distance of 9.58 miles, in control section 66061, comprising the entirety of M-107. Jurisdiction will transfer from MDOT to the Ontonagon County Road Commission upon the date of the award of the MOU. This is a zero dollar MOU.

Criticality: Jurisdictional transfers are used to assign jurisdiction of roadways to the appropriate levels of government. Correct assignments of jurisdiction allow roadways to receive priority ranking, which is critical to the allocation of the limited funds available to road agencies for improvements. The timing of the jurisdictional transfer is also important. In accordance with Section 10a of Public Act 51 of 1951, the Ontonagon County Road Commission will realize a significant financial benefit in calendar year 2008 if the jurisdictional transfer becomes effective no later than June 30, 2008.

Purpose/Business Case: To transfer jurisdiction of M-107 from its western terminus at the Lake of the Clouds Overlook contact station in the Porcupine Mountains State Park easterly to the centerline of M-64 (the entirety of M-107) from MDOT to the Ontonagon County Road Commission.

Benefit: The transfer of M-107 from MDOT to the Ontonagon County Road Commission will free MDOT funds to be spent on higher ranking roadways in the area and will fulfill a long-term project planning for the area.

Funding Source: This is a zero dollar MOU.

Commitment Level: N/A.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway (M-107) on its inventory of state roads. Over time, the costs of maintaining such a roadway would outweigh the contract cost of a future jurisdictional transfer.

Cost Reduction: Once the MOU is in effect, MDOT will no longer have maintenance responsibility for M-107.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49242-1695.

BID LETTING

STATE PROJECTS

46. LETTING OF MAY 02, 2008
PROPOSAL 0805008
PROJECT STE 28021-76239, ETC
LOCAL AGRMT. 07-5653
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 19, 2010

ENG. EST. \$ 1,856,407.97
LOW BID \$ 1,695,572.59
% OVER/UNDER EST. -8.66 %

1.39 mi of hot mix asphalt cold milling, crushing and shaping, constructing a left turn lane, hot mix asphalt paving, curb and gutter, storm sewer, streetscape, and flasher replacement on M-113 from west of Clark Road easterly to east of Summit City Road in the village of Kingsley, Grand Traverse County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Elmer's Crane & Dozer, Inc.	\$ 1,695,572.59	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,926,050.11	Same	2
Milbocker and Sons, Inc.	\$ 1,976,436.03	Same	3
CJ's Excavating Septic Service			
M & M Excavating Co., Inc.			
D.J. McQuestion & Sons, Inc.			
Davis Construction, Inc.			
Fisher Contracting Company			
Porath Contractors, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is comprised of three separate MDOT programs: The Capital Preventive Maintenance Program, the Passing Relief Lane Program and the Transportation Enhancement Program. The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system. The Passing Relief Lane Program provides motorists with a safe opportunity to pass slower moving vehicles on two-lane rural highways. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: The treatments to be applied will delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments. Passing relief lanes will reduce congestion and improve operations along two-lane rural highways. The congestion being addressed by this project is the result of heavy vehicles traveling at slower speeds due to vertical grade or slow moving motorists (typically recreational) who are traveling within high traffic volumes or on roadways with limited passing opportunities. The enhancement funds associated with this project will allow cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

100493A	
Federal Highway Administration Funds	37.51 %
(Transportation Enhancement Funds)	
Village of Kingsley	53.12 %
State Restricted Trunkline Funds	9.37 %
76239A	
Federal Highway Administration Funds	81.85 %
(Transportation Enhancement Funds)	
State Restricted Trunkline Funds	18.15 %
90191A	
Federal Highway Administration Funds	81.85 %
(Transportation Enhancement Funds)	
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions and of passing opportunities. Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Lower vehicle maintenance costs with increased safety, efficiency, and capacity. Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Maintenance, new construction and enhancement.

Zip Code: 49649.

47. LETTING OF MAY 02, 2008
 PROPOSAL 0805010
 PROJECT IM 33044-87676
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 26, 2008

ENG. EST.
 \$ 250,759.97

LOW BID
 \$ 69,998.00

% OVER/UNDER EST.
 -72.09 %

3.77 mi of existing freeway lighting repair on I-496 from Lansing Road to US-127 and on US-127 from I-496 to Saginaw Street in the cities of Lansing and East Lansing, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Alpha Electric, Inc.	\$ 69,998.00	Same	1 **
Trans Tech Electric, L.P.	\$ 107,574.00	Same	2
Severance Electric Co., Inc.	\$ 189,436.40	Same	3
J. Ranck Electric, Inc.	\$ 191,840.83	Same	4
Metropolitan Power & Lighting, Inc.	\$ 228,940.00	Same	5
J R Howell Airport Lighting LLC	\$ 235,494.64	Same	6
RMD Holdings, Ltd.			
Windemuller Electric, Inc.			
Motor City Electric Utilities Co.			
Rauhorn Electric, Inc.			
DVT Electric, Inc			
Allstate Electric, Inc.			

6 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business: Freeway lighting is provided to improve the motoring public's nighttime visibility. This program was established to rehabilitate MDOT's existing freeway lighting systems.

Benefit: To improve the safety of the motoring public and to reduce on-going maintenance costs.

Funding Source:

87676A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationships with the local agencies may be compromised. They are anticipating the completion of this project as announced. If the construction of these projects is not completed, federal funds must be returned because earlier phases of these projects utilized federal funds.

Cost Reduction: With the construction of these projects, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly improved nighttime visibility.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48933.

48. LETTING OF MAY 02, 2008 ENG. EST. LOW BID
 PROPOSAL 0805011 \$ 88,015.25 \$ 105,721.98
 PROJECT STR 17082-81321
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 02, 2008
 COMPLETION DATE - 12 working days 20.12 %

0.05 mi of hot mix asphalt roadway and railroad crossing
 reconstruction on M-80 eastbound across Chippewa County
 Economic Development Committee rail spur, Chippewa County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 105,721.98	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 107,310.01	Same	2
Bacco Construction Company			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

Benefit: Treatments increase vehicle safety and improve rideability for the motoring public.

Funding Source:

81321A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of damage to vehicles and increased complaints from the motoring public. Loss of dedicated federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction of existing railroad crossing.

Zip Code: 49752.

49. LETTING OF MAY 02, 2008
PROPOSAL 0805023
PROJECT BHT 33011-89808
LOCAL AGRMT. 08-5120
START DATE - 10 days after award
COMPLETION DATE - NOVEMBER 07, 2008

ENG. EST.
\$ 2,626,052.58

LOW BID
\$ 2,542,283.52

% OVER/UNDER EST.
-3.19 %

Bridge rehabilitation, concrete bridge approach replacement,
and sidewalk ramp upgrades at two structures on M-99
northbound and southbound over the Grand River and Grand
Trunk Western Railroad and two structures over I-496 in the
city of Lansing, Ingham County.

6.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 2,542,283.52	Same	1 **
J. Slagter & Son Construction Co.	\$ 2,593,121.16	Same	2
Posen Construction, Inc.	\$ 2,736,606.37	Same	3
Anlaan Corporation	\$ 2,887,181.44	Same	4
Midwest Bridge Company	\$ 2,946,743.86	Same	5
L.W. Lamb, Inc.			
Hardman Construction, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

89808A	
Federal Highway Administration Funds	80.00 %
City of Lansing	0.26 %
State Restricted Trunkline Funds	19.74 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48933.

50. LETTING OF MAY 02, 2008
 PROPOSAL 0805050
 PROJECT NH 41064-87494
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 14, 2008

ENG. EST.	LOW BID
\$ 2,476,604.00	\$ 1,782,738.57
% OVER/UNDER EST.	
	-28.02 %

0.36 mi of soundwall extension and drainage construction
 on M-6 from east of Division Avenue to east of Eastern
 Avenue, Kent County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 1,782,738.57	Same	1 **
Hardman Construction, Inc.	\$ 1,860,099.00	Same	2
Midwest Bridge Company	\$ 1,958,538.94	Same	3
Anlaan Corporation	\$ 2,025,452.72	Same	4
Future Fence Company	\$ 2,129,044.65	Same	5
J. Slagter & Son Construction Co.			
Davis Construction, Inc.			
Milbocker and Sons, Inc.			
J.E. Kloote Contracting, Inc.			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: Noise Abatement (soundwalls) is provided to reduce the impacts of noise generated by traffic on MDOT right-of-way. FHWA requires mitigation on facilities where maximum decibel levels are exceeded due to changing noise patterns. Generally, freeways are facilities that are most commonly affected by changing noise patterns. This project is being implemented to extend the existing M-6 EB roadway soundwall. This will be done to provide noise mitigation for the Lafayette Acres subdivision.

Benefit: To improve the quality of life of residents adjacent to MDOT facilities by reducing the impacts of traffic noise generated by the motoring public.

Funding Source:

87494A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: This Noise Abatement project is required from other regulating agencies and MDOT is mandated to take part in the environmental review process. If this project is not completed, Federal funds could be withheld from Michigan.

Cost Reduction: Meeting the requirements of the environmental assessment justifies the costs associated with the benefit.

Selection: Low bid.

New Project Identification: New construction.

Zip Code: 49315.

51.	LETTING OF MAY 02, 2008 PROPOSAL 0805054 PROJECT NH 84911-100495 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 15, 2008	ENG. EST. \$ 819,609.00	LOW BID \$ 744,774.05 % OVER/UNDER EST. -9.13 %
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199.97 mi of hot mix asphalt crack treatment and overband crack fill on US-2BR, US-2, US-8, US-41, M-26, M-28, M-35, M-64, M-69, M-189, M-203 and M-553, Baraga, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Marquette and Ontonagon Counties. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, LLC.	\$ 744,774.05	Same	1 **
Scodeller Construction, Inc.	\$ 748,537.45	Same	2
American Pavement Solutions, Inc.	\$ 794,865.00	Same	3
Interstate Sealant & Concrete, Inc.	\$ 845,230.00	Same	4
Michigan Joint Sealing, Inc.			
Superior Chip Sealing & Maintenance			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

100495A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49849.

LOCAL PROJECTS

52.	LETTING OF MAY 02, 2008	ENG. EST.	LOW BID
	PROPOSAL 0805001	\$ 1,065,538.00	\$ 1,227,379.95
	PROJECT MCS 81014-53442		
	LOCAL AGRMT. 08-5108		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 26, 2008		15.19 %

Rehabilitate existing truss bridge, replacement of substructures, placement of riprap and approach work on East Delhi Road over the Huron River, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 1,227,379.95	Same	1 **
Davis Construction, Inc.	\$ 1,260,499.14	Same	2
E.T. MacKenzie Company	\$ 1,266,950.19	Same	3
Anlaan Corporation	\$ 1,286,435.20	Same	4
Posen Construction, Inc.	\$ 1,432,857.39	Same	5
Hardman Construction, Inc.			
Milbocker and Sons, Inc.			
J.E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			
S.L. & H. Contractors, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

53442A

Washtenaw County

5.00 %

State Restricted Trunkline Funds

95.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48103.

53. LETTING OF MAY 02, 2008
 PROPOSAL 0805002
 PROJECT STUL 19453-84982
 LOCAL AGRMT. 08-5125
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 15, 2008

ENG. EST.
 \$ 785,480.31

LOW BID
 \$ 601,676.65

% OVER/UNDER EST.
 -23.40 %

0.51 mi of pavement removal, watermain, storm sewer, subbase underdrain, sand subbase, aggregate base, concrete curb and gutter, and hot mix asphalt on South Oakland Street from Sturgis Street southerly to Townsend Road in the city of St. Johns, Clinton County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Youngstrom Contracting, Inc.	\$ 601,676.65	Same	1 **
Perrin Construction Co., Inc.	\$ 648,491.31	Same	2
Cadwell Brothers Construction Comp	\$ 693,470.86	Same	3
Milbocker and Sons, Inc.	\$ 724,602.73	Same	4
Eastlund Concrete Construction	\$ 747,039.78	Same	5
L.J. Construction, Inc.	\$ 754,823.31	Same	6
C & D Hughes, Inc.	\$ 757,065.87	Same	7
Nashville Construction Company	\$ 760,558.05	Same	8
Crawford Contracting, Inc.	\$ 778,218.48	Same	9
Rohde Brothers Excavating, Inc.	\$ 797,409.00	Same	10
Hoffman Bros., Inc.			
Aggregate Industries-Central Region			
Davis Construction, Inc.			
Fisher Contracting Company			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

84982A

Federal Highway Administration Funds	65.69 %
City of St. Johns	34.31 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48879.

54.	LETTING OF MAY 02, 2008	ENG. EST.	LOW BID
	PROPOSAL 0805003	\$ 428,932.00	\$ 399,626.51
	PROJECT STUL 08447-84423		
	LOCAL AGRMT. 08-5131		% OVER/UNDER EST.
	START DATE - JULY 01, 2008		
	COMPLETION DATE - SEPTEMBER 02, 2008		-6.83 %

0.25 mi of hot mix asphalt road reconstruction including sand subbase, aggregate base, hot mix asphalt paving, concrete curb, gutter, sidewalk and ramps, storm sewer, sanitary sewer, underdrain, guardrail and pavement markings on East State Street from Hanover Street to First Street in the city of Hastings, Barry County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bultema Brothers Road Contractors	\$ 399,626.51	Same	1 **
Hoffman Bros., Inc.	\$ 406,845.77	Same	2
Brenner Excavating, Inc.	\$ 421,915.13	Same	3
Schippers Excavating, Inc.	\$ 422,338.10	Same	4
Mokma Excavating, Inc.	\$ 427,715.40	Same	5
Cadwell Brothers Construction Comp	\$ 441,629.71	Same	6
Kentwood Excavating, Inc.	\$ 442,133.40	Same	7
Milbocker and Sons, Inc.	\$ 442,202.85	Same	8
Kamminga & Roodvoets, Inc.	\$ 465,429.33	Same	9
C & D Hughes, Inc.	\$ 469,082.52	Same	10
Nashville Construction Company	\$ 495,677.52	Same	11
Balkema Excavating, Inc.	\$ 578,289.00	Same	12
Peters Construction Co.			
Robert Bailey Contractors, Inc.			
Aggregate Industries-Central Region			
Perrin Construction Co., Inc.			
Fisher Contracting Company			
Weick Bros., Inc.			

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

84423A

Federal Highway Administration Funds	65.04 %
City of Hastings	34.96 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49058.

55. LETTING OF MAY 02, 2008
 PROPOSAL 0805004
 PROJECT CM 41400-90308
 LOCAL AGRMT. 07-5619
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2008

ENG. EST.
 \$ 431,926.18

LOW BID
 \$ 452,410.18

% OVER/UNDER EST.
 4.74 %

0.18 mi of hot mix asphalt road reconstruction including widening to construct dual right turn lanes, concrete curb and gutter, hot mix asphalt paving and pavement markings on Knapp Street at East Beltline Avenue (M-44), Kent County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dykema Excavators, Inc.	\$ 452,410.18	Same	1 **
Brenner Excavating, Inc.	\$ 473,045.16	Same	2
Kentwood Excavating, Inc.	\$ 479,888.40	Same	3
Davis Construction, Inc.	\$ 483,445.23	Same	4
Milbocker and Sons, Inc.	\$ 487,010.10	Same	5
Schippers Excavating, Inc.	\$ 497,026.75	Same	6
Kamminga & Roodvoets, Inc.	\$ 500,480.84	Same	7
Nashville Construction Company	\$ 534,373.40	Same	8
Diversco Construction Company Inc.	\$ 608,014.50	Same	9
Bultema Brothers Road Contractors			
Robert Bailey Contractors, Inc.			
Weick Bros., Inc.			
Bond Construction Company			
Lodestar Construction, Inc.			
Peters Construction Co.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

90308A

Kent County 66.36 %

Federal Highway Administration Funds 33.64 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 49525.

56.	LETTING OF MAY 02, 2008	ENG. EST.	LOW BID
	PROPOSAL 0805005	\$ 258,625.33	\$ 201,974.93
	PROJECT HPSL 82457-102235		
	LOCAL AGRMT. 08-5139		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 01, 2008		-21.90 %

0.13 mi of concrete pavement reconstruction including non-reinforced concrete pavement with integral curb, concrete sidewalk, ramp and restoration on Laurenwood Drive from John Hix Road easterly and from Glenwood Street southerly, and on Hillcrest Drive from Newburgh Road westerly in the city of Wayne, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Major Cement Company	\$ 201,974.93	Same	1 **
Peter A. Basile Sons, Inc.	\$ 212,258.33	Same	2
Six-S, Inc.	\$ 230,646.26	Same	3
Angelo Iafrate Construction Company	\$ 233,044.58	Same	4
Florence Cement Company	\$ 235,622.23	Same	5
Hartwell Cement Company	\$ 237,789.95	Same	6
Audia Concrete Construction, Inc.	\$ 245,503.43	Same	7
Tony Angelo Cement Construction Co.			
Snowden, Inc.			
Kelcris Corporation			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102235A

Federal Highway Administration Funds	80.00 %
City of Wayne	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48991.

57.	LETTING OF MAY 02, 2008	ENG. EST.	LOW BID
	PROPOSAL 0805012	\$ 758,497.35	\$ 721,264.39
	PROJECT STL 23403-59633		
	LOCAL AGRMT. 08-5156		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 15, 2008		-4.91 %

2.00 mi of earthwork, hot mix asphalt base crushing and shaping, pavement removal, hot mix asphalt, and drainage improvements on South Stewart Road from M-50 to Island Highway, Eaton County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 721,264.39	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 755,004.19	Same	2
Aggregate Industries-Central Region	\$ 845,054.00	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

59633A

Eaton County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48813.

58. LETTING OF MAY 02, 2008
 PROPOSAL 0805013
 PROJECT BRT 25006-86242
 LOCAL AGRMT. 08-5126
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 29, 2008

ENG. EST.
 \$ 682,600.00

LOW BID
 \$ 619,383.59

% OVER/UNDER EST.
 -9.26 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail installation on Atherton Road at Kearsley Creek, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J.E. Kloote Contracting, Inc.	\$ 619,383.59	Same	1 **
S.L. & H. Contractors, Inc.	\$ 713,844.39	Same	2
Posen Construction, Inc.	\$ 715,368.61	Same	3
E.T. MacKenzie Company	\$ 717,885.58	Same	4
Milbocker and Sons, Inc.	\$ 723,601.82	Same	5
K & S Piling Company	\$ 778,948.69	Same	6
J. Slagter & Son Construction Co.			
Anlaan Corporation			
Midwest Bridge Company			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86242A

Genesee County	5.12 %
Federal Highway Administration Funds	79.90 %
State Restricted Trunkline Funds	14.98 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48423.

59. LETTING OF MAY 02, 2008
 PROPOSAL 0805014
 PROJECT HRRR 72609-78235, ETC
 LOCAL AGRMT. 08-5089
 START DATE - AUGUST 04, 2008
 COMPLETION DATE - OCTOBER 04, 2008

ENG. EST. \$ 195,286.00
 LOW BID \$ 163,876.94
 % OVER/UNDER EST. -16.08 %

6.17 mi of hot mix asphalt shoulder ribbon and permanent pavement markings on Old US-27 from County Road 300 (Yeager Road) northerly to County Road 300 (Bradford Drive) and on County Road 300 (Bradford Drive) northerly to AuSable Road, Roscommon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 163,876.94	Same	1 **
Pyramid Paving & Contracting Co.	\$ 175,178.19	Same	2
Bolen Asphalt Paving, Inc.	\$ 185,906.57	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

102095A	
Roscommon County	10.00 %
Federal Highway Administration Funds	90.00 %
78235A	
Roscommon County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48629.

60.	LETTING OF MAY 02, 2008 PROPOSAL 0805015 PROJECT STH 50609-87724, ETC LOCAL AGRMT. 08-5155 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 30, 2008	ENG. EST. \$ 561,573.96	LOW BID \$ 494,808.00
			% OVER/UNDER EST.
			-11.89 %

Traffic signal modernization on 14 Mile Road at Garfield Road and Utica Road, on Clinton River Road at Garfield Road, on Hayes Road at 19 Mile Road, and on Little Mack Avenue at 10 Mile Road in the cities of Fraser, Sterling Heights, and St. Clair Shores, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power & Lighting, Inc.	\$ 494,808.00	Same	1 **
Alpha Electric, Inc.	\$ 535,031.34	Same	2
Rauhorn Electric, Inc.	\$ 538,416.35	Same	3
J. Ranck Electric, Inc.	\$ 571,416.25	Same	4
Posen Construction, Inc.	\$ 583,270.12	Same	5
Severance Electric Co., Inc.			
Trans Tech Electric, L.P.			
Motor City Electric Utilities Co.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

87724A		
Macomb County	20.00	%
Federal Highway Administration Funds	80.00	%
87726A		
Macomb County	20.00	%
Federal Highway Administration Funds	80.00	%
87727A		
Macomb County	20.00	%
Federal Highway Administration Funds	80.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade and sign upgrade.

Selection: Low bid.

Zip Code: 48026.

61.	LETTING OF MAY 02, 2008	ENG. EST.	LOW BID
	PROPOSAL 0805016	\$ 163,192.21	\$ 154,992.95
	PROJECT STH 22609-84944		
	LOCAL AGRMT. 08-5147		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 29, 2008		-5.02 %

0.08 mi of hot mix asphalt intersection realignment including earth and peat excavation, swamp backfill, subbase, aggregate base, hot mix asphalt, drainage improvements and safety item upgrades on Sawyer Lake Road from M-95 to Lake Ellen Road, Dickinson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 154,992.95	Same	1 **
Bacco Construction Company	\$ 169,852.80	Same	2
Oberstar, Inc.	\$ 172,784.03	Same	3
Sera Excavating, LLC.	\$ 174,985.53	Same	4
A. Lindberg & Sons, Inc.			
Smith Paving, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

84944A

Dickinson County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49881.

62.	LETTING OF MAY 02, 2008	ENG. EST.	LOW BID
	PROPOSAL 0805017	\$ 78,785.00	\$ 81,983.50
	PROJECT EDDF 48555-84400		
	LOCAL AGRMT. 08-5142		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 10, 2008		4.06 %

0.51 mi of hot mix asphalt base crushing, shaping, and resurfacing on County Road 399 from M-28 to Luce County Airport, Luce County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 81,983.50	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 88,578.19	Same	2
Bacco Construction Company			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

84400A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49868.

63.	LETTING OF MAY 02, 2008	ENG. EST.	LOW BID
	PROPOSAL 0805018	\$ 171,599.25	\$ 154,146.41
	PROJECT STH 11609-100313		
	LOCAL AGRMT. 08-5140		% OVER/UNDER EST.
	START DATE - JULY 21, 2008		
	COMPLETION DATE - AUGUST 29, 2008		-10.17 %

1.10 mi of pavement reconstruction including hot mix asphalt cold milling, concrete pavement, hot mix asphalt pavement, sewer, drainage structure, concrete curb, gutter, sidewalk and divider on Napier Avenue at Langley Avenue in the city of St. Joseph, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Northern Construction Services, Co.	\$ 154,146.41	Same	1 **
Eastlund Concrete Construction	\$ 172,789.41	Same	2
Kalin Construction Co., Inc.	\$ 186,197.09	Same	3
Peters Construction Co.			
Kelcris Corporation			
Milbocker and Sons, Inc.			
Rieth-Riley Construction Co., Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

100313A

Federal Highway Administration Funds	80.00 %
City of St. Joseph	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade and reconstruction.

Selection: Low bid.

Zip Code: 49085.

64. LETTING OF MAY 02, 2008
 PROPOSAL 0805019
 PROJECT STH 38609-102134
 LOCAL AGRMT. 08-5111
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2008

ENG. EST. \$ 55,594.00
 LOW BID \$ 46,701.23
 % OVER/UNDER EST. -16.00 %

Traffic signal installation on East Michigan Avenue at
 Norvell Road, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 46,701.23	Same	1 **
Severance Electric Co., Inc.	\$ 47,249.60	Same	2
J R Howell Airport Lighting LLC	\$ 47,881.22	Same	3
Trans Tech Electric, L.P.	\$ 56,304.00	Same	4
Alpha Electric, Inc.	\$ 59,397.87	Same	5
Metropolitan Power & Lighting, Inc.	\$ 75,128.00	Same	6
RMD Holdings, Ltd.			
DVT Electric, Inc			
Rauhorn Electric, Inc.			
Windemuller Electric, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

102134A	
Jackson County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Zip Code: 49240.

Zip Code: 49085.

Funding Source:

86235A

Clare County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48625.

67.	LETTING OF MAY 02, 2008	ENG. EST.	LOW BID
	PROPOSAL 0805036	\$ 1,481,707.35	\$ 1,307,695.66
	PROJECT BRT 37014-86274		
	LOCAL AGRMT. 08-5158		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 10, 2008		-11.74 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on Mission Road at North Branch Chippewa River, Isabella County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 1,307,695.66	Same	1 **
Anlaan Corporation	\$ 1,357,874.50	Same	2
Milbocker and Sons, Inc.	\$ 1,365,761.20	Same	3
J.E. Kloote Contracting, Inc.	\$ 1,465,480.58	Same	4
L.W. Lamb, Inc.			
Miller Development, Inc.			
J. Slagter & Son Construction Co.			
Midwest Bridge Company			
Davis Construction, Inc.			
E.T. MacKenzie Company			
Hardman Construction, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86274A

Isabella County	5.04 %
Federal Highway Administration Funds	79.97 %
State Restricted Trunkline Funds	14.99 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48858.

68. LETTING OF MAY 02, 2008
 PROPOSAL 0805037
 PROJECT BRT 25016-86237
 LOCAL AGRMT. 08-5130
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 26, 2008

ENG. EST.
 \$ 1,280,730.30

LOW BID
 \$ 1,317,674.35

% OVER/UNDER EST.
 2.88 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail installation on Irish Road at Flint River, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
E.T. MacKenzie Company	\$ 1,317,674.35	Same	1 **
Milbocker and Sons, Inc.	\$ 1,339,139.24	Same	2
Posen Construction, Inc.	\$ 1,339,168.50	Same	3
Dan's Excavating, Inc.	\$ 1,443,329.23	Same	4
Hardman Construction, Inc.	\$ 1,456,773.27	Same	5
S.L. & H. Contractors, Inc.			
J. Slagter & Son Construction Co.			
J.E. Kloote Contracting, Inc.			
Anlaan Corporation			
Midwest Bridge Company			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86237A

Genesee County	5.13 %
Federal Highway Administration Funds	79.89 %
State Restricted Trunkline Funds	14.98 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

77482A

Otsego County	20.00 %
Federal Highway Administration Funds	80.00 %

87741A

Otsego County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49735.

70.	LETTING OF MAY 02, 2008	ENG. EST.	LOW BID
	PROPOSAL 0805040	\$ 1,196,683.59	\$ 1,007,495.85
	PROJECT STE 24451-90263		
	LOCAL AGRMT. 08-5152		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 19, 2008		-15.81 %

1.64 mi of hot mix asphalt non-motorized path, retaining walls, grading, and slope restoration on Quarry Drive easterly to West Lake Street in the city of Petoskey, Emmet County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,007,495.85	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 1,073,551.85	Same	2
M & M Excavating Co., Inc.	\$ 1,113,399.15	Same	3
L.J. Construction, Inc.	\$ 1,170,203.80	Same	4
L.W. Lamb, Inc.			
Fisher Contracting Company			
J.E. Kloote Contracting, Inc.			
Anlaan Corporation			
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			
MDC Contracting, LLC			
Cordes Excavating, Inc.			
Hardman Construction, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

90263A

Federal Highway Administration Funds	78.00 %
(Transportation Enhancement Funds)	
City of Petoskey	22.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 49770.

71. LETTING OF MAY 02, 2008
 PROPOSAL 0805041
 PROJECT CMG 50111-100409
 LOCAL AGRMT. 08-5166
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST. \$ 1,105,009.86
 LOW BID \$ 964,809.00
 % OVER/UNDER EST. -12.69 %

Traffic signal modernization and interconnect at 19 locations along Harper Avenue, Garfield Road, Hayes Road and Little Mack Avenue, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power & Lighting, Inc.	\$ 964,809.00	Same	1 **
Rauhorn Electric, Inc.	\$ 1,018,273.40	Same	2
Posen Construction, Inc.	\$ 1,085,589.87	Same	3
J. Ranck Electric, Inc.	\$ 1,099,999.00	Same	4
Alpha Electric, Inc.	\$ 1,192,681.77	Same	5
Severance Electric Co., Inc.			
Trans Tech Electric, L.P.			
Motor City Electric Utilities Co.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

100409A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

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New Project Identification: Infrastructure-related upgrade.
Selection: Low bid.
Zip Code: 48036.
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72.	LETTING OF MAY 02, 2008	ENG. EST.	LOW BID
	PROPOSAL 0805042	\$ 701,147.95	\$ 654,777.03
	PROJECT HPSL 61407-102514		
	LOCAL AGRMT. 08-5167		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 30 working days		-6.61 %

1.20 mi of hot mix asphalt road construction and reconstruction including track ties removal, obliterate old road, cold milling, drainage improvements, concrete curb, gutter, and sidewalk ramps, hot mix asphalt paving, aggregate shoulders, and pavement markings on Quarterline Road from Laketon Avenue to Apple Avenue (M-46), Muskegon County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 654,777.03	Same	1 **
Aggregate Industries-Central Region	\$ 693,304.51	Same	2
Rieth-Riley Construction Co., Inc.	\$ 734,355.95	Same	3
Omans Contracting, Inc.	\$ 780,850.96	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102514A		
Muskegon County	20.00	%
Federal Highway Administration Funds	80.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49461.

73.	LETTING OF MAY 02, 2008 PROPOSAL 0805043 PROJECT STL 81406-102291 LOCAL AGRMT. 08-5127 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 15, 2008	ENG. EST. \$ 682,298.70	LOW BID \$ 557,681.46 % OVER/UNDER EST. -18.26 %
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0.25 mi of hot mix asphalt road reconstruction, station grading, aggregate base, curb and gutter, watermain, storm and sanitary sewer on Railroad Street from McKinley Street easterly and on McKinley Street from East Middle Street northerly to Jackson Street in the city of Chelsea, Washtenaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 557,681.46	Same	1 **
Peter A. Basile Sons, Inc.	\$ 587,277.12	Same	2
Fonson, Inc.	\$ 596,210.05	Same	3
Bailey Excavating, Inc.	\$ 619,750.70	Same	4
Wilson's Backhoe, Inc.	\$ 679,660.53	Same	5
C & G Myers Construction, LLC	\$ 694,363.75	Same	6
San Marino Excavating, Inc.	\$ 709,985.10	Same	7
Aggregate Industries-Central Region	\$ 721,999.99	Same	8
Robert Bailey Contractors, Inc.			
ABC Paving Company			
Six-S, Inc.			
Barrett Paving Materials, Inc.			
Fisher Contracting Company			
Michigan Paving & Materials Co.			
E.T. MacKenzie Company			
Brady Sand & Gravel, Inc.			
Douglas N. Higgins, Inc.			
Hoffman Bros., Inc.			
Anderzack - Pitzen Construction			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102291A

Village of Chelsea	71.85 %
Federal Highway Administration Funds	28.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48118.

74. LETTING OF MAY 02, 2008
 PROPOSAL 0805046
 PROJECT STUL 24451-84495, ETC
 LOCAL AGRMT. 08-5134
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST.
 \$ 2,411,783.53

LOW BID
 \$ 2,127,246.40

% OVER/UNDER EST.
 -11.80 %

0.58 mi of hot mix asphalt road reconstruction including sanitary and storm sewer, watermain, concrete curb, gutter, and sidewalk, hot mix asphalt paving, and pavement markings on East Mitchell Street from Division Street to the Petoskey city limits, Emmet County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Elmer's Crane & Dozer, Inc.	\$ 2,127,246.40	Same	1 **
MDC Contracting, LLC	\$ 2,232,707.00	Same	2
Rieth-Riley Construction Co., Inc.	\$ 2,237,843.89	Same	3
M & M Excavating Co., Inc.	\$ 2,333,069.61	Same	4
Fisher Contracting Company	\$ 2,472,714.70	Same	5
L.J. Construction, Inc.	\$ 2,499,837.29	Same	6
Bailey Excavating, Inc.	\$ 2,563,761.25	Same	7
Cordes Excavating, Inc.	\$ 2,605,657.52	Same	8
Bacco Construction Company			
J.E. Kloote Contracting, Inc.			
DiPonio Contracting, Inc.			
Milbocker and Sons, Inc.			
Hardman Construction, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

84495A

Federal Highway Administration Funds	54.37 %
City of Petoskey	45.63 %

89576A

Federal Highway Administration Funds	60.48 %
City of Petoskey	39.52 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49770.

75.	LETTING OF MAY 02, 2008	ENG. EST.	LOW BID
	PROPOSAL 0805047	\$ 1,307,045.09	\$ 1,288,365.81
	PROJECT HPSL 41401-102924, ETC		
	LOCAL AGRMT. 08-5175		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 15, 2008		-1.43 %

4.70 mi of non-motorized trail construction including clearing, storm sewer, concrete curb, gutter, sidewalk, and sidewalk ramps, hot mix asphalt paving, guardrail and restoration on M-6 Paul Henry Freeway trail from Division Avenue easterly to the 60th Street/Wing Avenue intersection and from Ivanrest Avenue SW easterly to Hanna Lake Avenue SE, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 1,288,365.81	Same	1 **
Kentwood Excavating, Inc.	\$ 1,297,788.95	Same	2
Nashville Construction Company	\$ 1,317,820.89	Same	3
Brenner Excavating, Inc.	\$ 1,321,160.36	Same	4
Schippers Excavating, Inc.	\$ 1,395,526.43	Same	5
Triangle Excavators, Inc.	\$ 1,401,765.84	Same	6
Davis Construction, Inc.	\$ 1,424,472.16	Same	7
Dykema Excavators, Inc.	\$ 1,456,724.77	Same	8
C & D Hughes, Inc.	\$ 1,491,630.79	Same	9
CL Trucking & Excavating, LLC.	\$ 1,499,347.59	Same	10
Milbocker and Sons, Inc.	\$ 1,562,453.96	Same	11
Diversco Construction Company Inc.	\$ 1,698,057.56	Same	12
Robert Bailey Contractors, Inc.			
L.J. Construction, Inc.			
Langlois & Sons Excavating, Inc.			
Fisher Contracting Company			
Bond Construction Company			

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

102924A

Kent County	20.00 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	80.00 %

102974A

Federal Highway Administration Funds (Transportation Enhancement Funds)	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 49316.

76. LETTING OF MAY 02, 2008
 PROPOSAL 0805227
 PROJECT BRO 25018-86241
 LOCAL AGRMT. 08-5044
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 29, 2008

ENG. EST.
 \$ 565,461.15

LOW BID
 \$ 510,298.55

% OVER/UNDER EST.
 -9.76 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail installation on Wilson Road at Benjamin Run, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
McDowell Construction , L.L.C.	\$ 510,298.55	Same	1 **
J.E. Kloote Contracting, Inc.	\$ 539,184.63	Same	2
Milbocker and Sons, Inc.	\$ 566,134.65	Same	3
Posen Construction, Inc.	\$ 577,153.22	Same	4
Dan's Excavating, Inc.	\$ 620,685.44	Same	5
S.L. & H. Contractors, Inc.	\$ 624,022.24	Same	6
E.T. MacKenzie Company	\$ 655,536.15	Same	7
Heystek Contracting Inc.			
Midwest Bridge Company			
Anlaan Corporation			
Angelo Iafrate Construction Company			
J. Slagter & Son Construction Co.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86241A

Genesee County	5.23 %
Federal Highway Administration Funds	79.80 %
State Restricted Trunkline Funds	14.97 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48420.

EXTRAS

77. **Extra 2008 - 079**

Control Section/Job Number: 36017-47036-2 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Musson Bros., Inc.
P.O. Box 638
Rhineland, WI 54501

Designed By: Spicer Group
Engineer's Estimate: \$1,791,712.74

Description of Project:

5.43 miles of aggregate base course, hot mix asphalt surfacing, shoulders, culverts, guardrail and earthwork on Federal Forest Highway 16 from Smokey Lake Road northerly to US-2, Iron County.

Administrative Board Approval Date:	February 6, 2007	
Contract Date:	March 1, 2007	
Original Contract Amount:	\$1,676,743.99	
Total of Overruns/Changes (Approved to Date):	14,967.40	+ 0.89%
Total of Extras/Adjustments (Approved to Date):	52,590.32	+ 3.14%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>148,926.15</u>	<u>+ 8.88%</u>
Revised Total	<u>\$1,893,227.86</u>	+ 12.91%

Offset Information

Total Offsets This Request	(\$72,213.70)	- 4.31%
Net Revised Request	\$76,712.45	+ 4.58%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.03% over the original budget for an **Authorized to Date Amount** of \$1,744,301.71.

Approval of this extra will place the authorized status of the contract 12.91% or \$216,483.87 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 8

Topsoil Surface, Salv, 3 inch	129,501.000 Syd @ \$1.15/Syd	\$148,926.15
Total		<u>\$148,926.15</u>

CM 8 Offset Information

Topsoil Surface, Furn, 3 inch	-55,549.000 Syd @ \$1.30/Syd	(\$72,213.70)
Total		<u>(\$72,213.70)</u>

Net Revised CM 8 Request	<u>\$76,712.45</u>
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Grand Total	<u>\$148,926.15</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 8

This project was set up to have topsoil brought in and applied to the surface. Once work started, it was determined that the existing topsoil on site could be used and would just need to be salvaged and graded back out. The engineer directed the contractor to salvage the topsoil and then reuse it. This extra was at a reduced rate from the original item that required topsoil to be hauled in. The engineer also determined that the clearing on the project should be extended from the slope stake line out to the right-of-way. This caused an increase in the amount of topsoil needed for the project. The extra cost for Topsoil Surface, Salv, 3 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. The extra costs are partially offset by a \$72,213.70 reduction in the original item noted above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its May 29, 2008, meeting, and is now recommended for approval by the State Administrative Board on June 3, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49935.

78. **Extra 2008 – 080**

Control Section/Job Number: 61407-84365 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Brenner Excavating, Inc.
2841 132nd Avenue
Hopkins, MI 49328

Designed By: Moore & Bruggink
Engineer's Estimate: \$712,813.50

Description of Project:

0.35 miles of road resurfacing including cold milling, storm sewer, concrete curb and gutter, hot mix asphalt paving, and pavement markings on 174th Street from VanWagoner Street south to Leppinks Plaza in the city of Ferrysburg, Muskegon County.

Administrative Board Approval Date:	July 17, 2007	
Contract Date:	August 6, 2007	
Original Contract Amount:	\$628,024.66	
Total of Overruns/Changes (Approved to Date):	8,411.11	+ 1.34%
Total of Extras/Adjustments (Approved to Date):	47,914.20	+ 7.63%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>199,419.74</u>	<u>+ 31.75%</u>
Revised Total	<u>\$883,769.71</u>	+ 40.72%

Offset Information

Total Offsets This Request	(10,447.69)	- 1.66%
Net Revised Request	\$188,972.05	+ 30.09%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.97% over the original budget for an **Authorized to Date Amount** of \$684,349.97.

Approval of this extra will place the authorized status of the contract 40.72% or \$255,745.05 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Stone Bedding	105.000 Ton @ \$27.40/Ton	\$2,877.00
Excavation, Peat	73.000 Cyd @ \$6.90/Cyd	503.70
16" x 8" Water Main Tapping Sleeve		
With Valve and Box	1.000 Ea @ \$3,230.00/Ea	3,230.00
20" x 8" Tapping Sleeve, Valve and Box	1.000 Ea @ \$4,070.00/Ea	4,070.00
Water Main Valve Box	2.000 Ea @ \$300.00/Ea	600.00
Water Main 6" Valve and Box	3.000 Ea @ \$1,550.00/Ea	4,650.00
Water Main 8"x 8"x 6" Tee	2.000 Ea @ \$375.00/Ea	750.00
Water Main, 22 1/2 Degree Bend	1.000 Ea @ \$300.00/Ea	300.00
Water Main, 45 Degree Bend	1.000 Ea @ \$300.00/Ea	300.00
Water Main, 6" 90 Degree Bend	1.000 Ea @ \$200.00/Ea	200.00
Watermain, DI, 8", Tr Det F	121.200 Ft @ \$64.20/Ft	7,781.04
8" Mechanical Joint Plug	2.000 Ea @ \$125.00/Ea	250.00
Dewatering	1.000 LS @ \$3,536.00/LS	3,536.00
18" N-12 Corrugated Plastic Pipe	29.000 Ft @ \$26.00/Ft	754.00
End Section Grate, 36 inch	3.000 Ea @ \$433.00/Ea	1,299.00
Force-main Deflection	1.000 LS @ \$10,200.00/LS	10,200.00
Culv End Sect, Metal, 18"	2.000 Ea @ \$225.00/Ea	450.00
Dr Str, Add Depth, 60 Dia. 8' - 15'	9.500 Ft @ \$250.00/Ft	2,375.00
Dr Structure, 72" Dia.	2.000 Ea @ \$3,900.00/Ea	7,800.00
Dr Structure, Tap, 18"	4.000 Ea @ \$290.00/Ea	1,160.00
Dr Structure, Tap, 30"	1.000 Ea @ \$350.00/Ea	350.00
Sewer Bulkhead, 24"	1.000 Ea @ \$250.00/Ea	250.00
Sewer, CI III, 30", Tr Det B	630.000 Ft @ \$69.00/Ft	43,470.00
2"D.B. PVC Conduit	1,470.000 Ft @ \$4.52/Ft	6,644.40
Decorative Lamp Post, Luminaire & Foundation	11.000 Ea @ \$4,074.00/Ea	44,814.00
Lighting Control Panel	2.000 Ea @ \$3,885.00/Ea	7,770.00
Cable, Equipment Grounding Wire, 1/C#10	1,540.000 Ft @ \$1.05/Ft	1,617.00
DB Cable, in Conduit, 600V, 1/C#10	3,080.000 Ft @ \$1.05/Ft	3,234.00
DB Cable, in Conduit, 600V, 1/C#6	3,080.000 Ft @ \$1.58/Ft	4,866.40
Light Std Fdn	11.000 Ea @ \$525.00/Ea	5,775.00
4" x 4" Edge Board	1.000 LS @ 1,390.00/LS	1,390.00
Boardwalk Railing Changes	1.000 LS @ \$1,945.00/LS	1,945.00
Boardwalk Post Changes	1.000 LS @ \$5,560.00/LS	5,560.00
Earth Excavation Boardwalk	186.300 Cyd @ \$1.50/Cyd	279.45
Timber Retaining Wall (For Boardwalk)	24.000 Sft @ \$11.20/Sft	268.80
Traffic Control Adjustment	1.000 LS @ \$ 6,334.57/LS	6,334.57
Clearing	1.000 Acre @ \$676.00/Acre	676.00
Conduit, DB, 1, 1 1/2"	94.000 Ft @ \$9.00/Ft	846.00
Conduit, DB, 1, 3"	135.000 Ft @ \$10.00/Ft	1,350.00
Culv End Sect, Conc, 12"	5.000 Ea @ \$600.00/Ea	3,000.00
Driveway Opening, Conc, Det M	142.500 Ft @ \$17.00/Ft	2,422.50
Hydrant, Adj	3.000 Ea @ \$800.00/Ea	2,400.00
Pavt Mrkg, Longit, 6" or Less Width, Rem	487.500 Ft @ \$0.73/Ft	355.88
Sewer Bulkhead, 15"	1.000 Ea @ \$225.00/Ea	225.00
Sign Cover	1.000 Ea @ \$30.00/Ea	30.00
Underdrain Outlet, 8"	20.000 Ft @ \$8.00/Ft	160.00
Underdrain, Outlet Ending, 8"	2.000 Ea @ \$150.00/Ea	300.00
Total		<u>\$199,419.74</u>

CM 2 Offset Information

Sewer, Cl III, 12", Tr Det B

-558.700 Ft @ \$18.70/Ft

(10,447.69)

Total**(\$10,447.69)****Net Revised CM 2 Request****\$188,972.05****Grand Total****\$199,419.74****Reason(s) for Extra(s)/Adjustment(s):****CM 2**

Due to wet conditions during installation, the engineer directed the contractor to place the storm sewer in stone bedding. This item was originally set up in contract modification 1 and now represents the amount needed to date. The extra cost for Stone Bedding was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

An area of soils that contained peat was encountered that was not discovered in the soil borings completed for the project. The engineer directed the contractor to remove the soils. This item was originally set up in contract modification 1 and now represents the amount needed to date. The extra cost for Excavation, Peat was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

The City of Ferrysburg requested additional water main work within the project. The engineer directed the contractor to complete the work. These items are all 100 percent funded by the City of Ferrysburg. The extra cost for 16" x 8" Water Main Tapping Sleeve with Valve and Box; 20" x 8" Tapping Sleeve, Valve and Box; 8" Mechanical Joint Plug; Dewatering; Water Main Valve Box; Water Main 6" Valve and Box; Water Main 8" x 8"x 6" Tee; Water Main, 6" 90-degree Bend; Water Main, 22-1 1/2 degree bend; Water Main, 45-degree bend and Water Main, DI, 8", Tr Det F was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

While the project was being designed, the City of Ferrysburg worked with a property owner whose property was adjacent to the project to see if a drainage area could be enclosed. The details could not be worked out in time to make the design. After the project was let, the details were finally completed and the storm sewer was redesigned. This caused an increase in the size of the storm sewer and some of the drainage structures. The extra cost for 18" N-12 Corrugated Plastic Pipe; Culv End Sect, Metal, 18"; End Section Grate, 36"; Force main Deflection; Dr Str, Add Depth, 60 dia. 8' - 15'; Dr Structure, 72" dia; Dr Structure, Tap, 18"; Dr Structure, Tap, 30"; Sewer Bulkhead, 24"; Sewer Bulkhead, 15" and Sewer, Cl, III, 30", Tr Det B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index. These items are partially offset by a reduction in the original item noted above.

The City of Ferrysburg requested that decorative street lighting be added to the project. The engineer directed the contractor to complete the work. These items are all 100 percent funded by the City of Ferrysburg. The extra cost for 2" D.B. PVC Conduit; Decorative Lamp Post, Luminaire & Foundation; Cable, Equipment Grounding Wire, 1/C#10; DB Cable, in Conduit, 600V, 1/C#10; DB Cable, in Conduit, 600V, 1/C#6; Lighting Control Panel and Light Std Fdn was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

The City of Ferrysburg requested that an edge board and railing changes be made to the boardwalk. The engineer directed the contractor to complete the work. The extra cost for 4" x 4" Edge Board and Boardwalk Railing Changes was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

While completing the boardwalk, poor soils were encountered. The engineer directed the contractor to use longer posts in this area to stabilize the boardwalk. The extra cost for Boardwalk Post Changes was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

As part of the MDEQ permit requirements, an area of the wetland that had previously been filled in had to have the fill material removed. This was not indicated on the plans, but was a requirement of the permit. The engineer directed the contractor to remove the fill material. The extra cost for Earth Excavation, Boardwalk was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

While completing the boardwalk, an area was encountered that required a retaining wall to hold the soils. The engineer directed the contractor to install a timber retaining wall in this area. The extra cost for Timber Retaining Wall (For Boardwalk Start Wall) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 14 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above and the special provision minor traffic devices and flag control during an approved extension of time. Therefore, the cost for Traffic Control Adjustment was determined to be a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

While completing the project, an area was encountered that required additional grading to flatten the slopes. To complete the grading, the area first had to be cleared of the trees and brush. The engineer directed the contractor to clear the area. The extra cost for Clearing was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

The City of Ferrysburg requested that conduit be installed near the intersection of 174th Street and VanWagoner Road for a future signal in the area. The engineer directed the contractor to install the conduit. The extra cost for Conduit, DB, 1, 1 1/2" and Conduit, DB, 1, 3" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

The plans did not include the end section for the 12" storm sewers. The engineer determined that they were needed and directed the contractor to install them. The extra cost for Culv End Sect, Conc, 12" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

The plans did not include the detail M opening for the driveways. The engineer determined that they were needed and directed the contractor to install them. The extra cost for Driveway Opening, Conc. Det M inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

While completing the project it was determined that some of the fire hydrants would need to be adjusted for proper height. The engineer directed the contractor to adjust the hydrants. The extra cost for Hydrant, Adj was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

The plans did not include removal of longitudinal pavement markings. The engineer determined that they needed to be removed so that the conflicting pavement markings would not be seen on the project and directed the contractor to remove the markings. The extra cost for Pavt Mrkg, Longit, 6"or Less Width, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

The plans did not include covering the existing signs that conflicted with the temporary traffic control signs. The engineer determined that one of the speed limit signs needed to be covered and directed the contractor to cover the sign. The extra cost for Sign Cover was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

On contract modification 1, an item was set up to help drain the area between the roadway and the non-motorized trail. The outlets to the drain were not set up, but the engineer determined that they would be needed and directed the contractor to install them. The extra cost for Underdrain Outlet, 8" and Underdrain, Outlet Ending, 8" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its May 29, 2008, meeting, and is now recommended for approval by the State Administrative Board on June 3, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49409.

79. **Extra 2008 – 081**

Control Section/Job Number: 63081-51492 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: HNTB, Inc.
Engineer's Estimate: \$54,369,193.18

Description of Project:

5.00 miles of freeway reconstruction, ramp reconstruction, service drive reconstruction, 12 bridge rehabilitations, retaining wall rehabilitation, sign replacements, freeway lighting replacement, and landscaping on M-10, Greenfield Road to Lahser Road, in the cities of Southfield and Detroit, Oakland and Wayne Counties. This project includes a 5-year materials, workmanship pavement warranty, and a 2-year bridge painting warranty.

Administrative Board Approval Date:	December 12, 2006	
Contract Date:	January 12, 2007	
Original Contract Amount:	\$52,562,237.73	
Total of Overruns/Changes (Approved to Date):	1,317,766.00	+ 2.51%
Total of Extras/Adjustments (Approved to Date):	2,643,409.02	+ 5.03%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>339,477.16</u>	<u>+ 0.65%</u>
Revised Total	<u>\$56,862,889.91</u>	+ 8.19%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.54% over the original budget for an **Authorized to Date Amount** of \$56,523,412.75.

Approval of this extra will place the authorized status of the contract 8.19% or \$4,300,652.18 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-99	5, 7 r. 1	\$609,881.30	08/07/07
2007-133	18	\$170,000.00	09/18/07
2007-150	15	\$403,888.76	10/02/07
2007-152	14 r. 1	\$472,454.00	10/16/07
2007-159	29	\$190,000.00	11/06/07
2008-060	46 r. 2	\$110,239.79	04/15/08

Contract Modification Number(s): 43

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 43

Support Column, Temp Adjustment (W.O. #50)		\$164,750.00
Minor Traffic Control Adjustments (W.O. #50)		19,000.00
Conc Barrier, Temp, Furn	1,000.000 Ft @ \$0.01/Ft	10.00
Conc Barrier, Temp, Oper	1,000.000 Ft @ \$0.01/Ft	10.00
Embedded Galvanic Anode	9.000 Ea @ \$25.00/Ea	225.00
Staking Plan Errors and Extras, 2 Person	16.000 Hr @ \$100.00/Hr	1,600.00
Structures, Rem Portions S08 of W.O. #50	1.000 LS @ \$120,000.00/LS	120,000.00
Substructure Horizontal Surface Sealer (W.O. #50)	1.000 LS @ \$6,250.00/LS	6,250.00
Support, Column, Temp	12.000 Ea @ \$2,302.68/Ea	27,632.16
Total		<u>\$339,477.16</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 43

Just prior to opening up the Lodge Freeway (M-10), it was determined that the south half of the pier at 9 Mile Road over M-10 needed to be removed and replaced. The engineer directed the contractor to complete the work. Since M-10 was no longer closed, temporary concrete barriers and other traffic control devices were needed to maintain traffic while the work was completed. All of the items on this contract modification were needed to remove and replace the pier. The extra cost for the extra items noted above was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Prices and/or the equipment, labor and materials needed to complete the work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on June 3, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 18.71%; City of Southfield, 1.07%; City of Detroit, 0.22%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48075.

80. **Extra 2008 – 082**

Control Section/Job Number: 63900-101017 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Ajax Paving Industries, Inc.
830 Kirts Blvd., Suite 100
Troy, MI 48084

Designed By: URS Surface Transportation
Engineer's Estimate: \$1,097,104.60

Description of Project:

0.75 miles of hot mix asphalt and concrete cold milling, hot mix asphalt paving and widening, drainage and sewer work located in the City of Wixom, Oakland County.

Administrative Board Approval Date:	September 11, 2007	
Contract Date:	September 19, 2007	
Original Contract Amount:	\$917,472.79	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	44,987.19	+ 4.90%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>11,349.91</u>	<u>+ 1.24%</u>
Revised Total	<u>\$973,809.89</u>	+ 6.14%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.90% over the original budget for an **Authorized to Date Amount** of \$962,459.98.

Approval of this extra will place the authorized status of the contract 6.14% or \$56,337.10 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Sidewalk Ramp ADA "Glue Down" Dome	1.000 Ea @ \$420.00/Ea	\$420.00
Cement	2.070 Ton @ \$262.50/Ton	543.38
Edge Trimming	3,157.000 Ft @ \$3.29/Ft	<u>10,386.53</u>
Total		<u>\$11,349.91</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 2**

One Americans with Disabilities Act (ADA) Ramp was necessary on the project. The City of Wixom requires that the ramp contains domes that are glued down. The extra cost for Sidewalk Ramp ADA "Glue Down" Dome was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

The plans had one concrete driveway shown to be replaced. To minimize the disruption to the property owner, the engineer directed the contractor to use a concrete mix with additional cement in it. This would help speed up the amount of time needed before the driveway can be used. The extra cost for Cement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index.

In order to have a clean straight edge to pave the proposed widening against, the engineer directed the contractor to saw cut and remove about six inches of the existing pavement edge. The extra cost for Edge Trimming was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index. Since the work was completed by a subcontractor, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on June 3, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48393

81. **Extra 2008 – 083**

Control Section/Job Number: 82061-60447 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Tetra Tech of Michigan, PC
Engineer's Estimate: \$7,323,849.33

Description of Project:

1.41 miles of hot mix asphalt reconstruction, drainage improvements, sidewalk, sanitary work, and water main work on US-12 (Michigan Avenue) from Heywood Street to Howe Road and intersection improvements from 4th Street to Howe Road in the City of Wayne, Wayne County. This project includes one 5-year materials and workmanship pavement warranty.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 29, 2006	
Original Contract Amount:	\$6,845,786.46	
Total of Overruns/Changes (Approved to Date):	(710,973.38)	- 10.39%
Total of Extras/Adjustments (Approved to Date):	963,488.22	+ 14.07%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>23,843.35</u>	+ 0.35%
Revised Total	<u>\$7,122,144.65</u>	+ 4.04%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.69% under the original budget for an **Authorized to Date Amount** of \$7,098,301.30.

Approval of this extra will place the authorized status of the contract 4.04% or \$276,358.19 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-56	2 r. 1	\$697,036.30	04/03/07
2007-146	3 r. 1, 5 r. 1	\$96,207.09	10/02/07
2007-155	4, 7, 8, 9, 10, 11, 12 r.3, 13, 14 r.1, 15 r. 2	\$97,210.89	11/06/07
2008-025	16 r. 3, 18 r. 1	\$2,547.85	02/05/08
2008-075	19 r 1, 20, 21, 22, 23, 24, 26, 27 r 1	\$64,641.09	05/06/08

Contract Modification Number(s): 28, 30, 31, 32

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 28

Relocation of Hand Hole at SE Quadrant of Elizabeth and WB US-12	1.000 LS @ \$1,787.26/LS	<u>\$1,787.26</u>
Total		<u>\$1,787.26</u>

CM 30

Replacement of Damaged Type A & C Lights	168.000 Ea @ \$15.00/Ea	<u>\$2,520.00</u>
Total		<u>\$2,520.00</u>

CM 31

Unmarked Water Service Leads	1.000 LS @ \$5,986.39/LS	<u>\$5,986.39</u>
Total		<u>\$5,986.39</u>

CM 32

12" Water Main Connection	2.000 Ea @ \$3,654.30/Ea	\$7,308.60
6" Water Main Connection	1.000 Ea @ \$3,042.84/Ea	3,042.84
8" Water Main Connection	1.000 Ea @ \$3,198.26/Ea	<u>3,198.26</u>
Total		<u>\$13,549.70</u>

Grand Total		<u>\$23,843.35</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 28

There was a conflict with the hand hole and the Americans with Disabilities Act (ADA) detectable warning stamp at the southeast quadrant of Elizabeth Street and westbound US-12. This conflict did not arise until the curb was poured and the sidewalk ADA ramp was staked out. The engineer directed the contractor to relocate the hand hole. The extra cost for Relocation of Hand hole at SE Quadrant of Elizabeth and WB US-12 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 30

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable, is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. The lights on traffic control devices are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Replacement of Damaged Type A & C Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

CM 31

The contractor encountered five unmarked water service leads and had to stop their operation to repair the leads. The extra cost for Unmarked Water Service Leads is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 32

The city requested to change the water main tie-ins from a tapping sleeve to a more gradual connection. This would cut down on future maintenance of the system and, for some of the connections, would also be less expensive. These were originally set up on contract modification 3 and now represent the amount needed to date. The extra cost for the 8" Water Main Connection; 6", Water Main Connection and 12" Water Main Connection was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with the time, equipment and materials needed to complete the work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its May 29, 2008 meeting, and are now recommended for approval by the State Administrative Board on June 3, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 69.99%; State Restricted Trunkline, 14.75%; City of Wayne, 15.26%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48184.

82. Extra 2008 – 084

Control Section/Job Number: 82102-45711 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: John Carlo, Inc.
45000 River Ridge Drive, Suite 200
Clinton Twp., MI 48038

Designed By: Bergmann Associates, Inc.
Engineer's Estimate: \$34,459,282.80

Description of Project:

3.85 miles of freeway and ramp reconstruction and 10 structure rehabilitations on M-14 from the Wayne/Washtenaw County line easterly to Sheldon Road, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 9, 2006	
Original Contract Amount:	\$26,918,210.62	
Total of Overruns/Changes (Approved to Date):	(1,133,437.46)	- 4.21%
Total of Extras/Adjustments (Approved to Date):	2,214,801.75	+ 8.23%
Total of Negative Adjustments (Approved to Date):	(164,134.04)	- 0.61%
THIS REQUEST	<u>64,694.21</u>	<u>+ 0.24%</u>
Revised Total	<u>\$27,900,135.08</u>	+ 3.65%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.41% over the original budget for an **Authorized to Date Amount** of \$27,835,440.87.

Approval of this extra will place the authorized status of the contract 3.65% or \$981,924.46 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-151	17 r. 3, 35 r. 1	\$1,829,960.88	10/02/07
2007-172	40 r. 1, 41	\$232,771.23	11/06/07
2008-016	42 r. 1	\$8,466.29	02/05/08
2008-076	51, 53	\$48,410.79	5/20/08

Contract Modification Number(s): 52 r. 1, 54, 55

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 52

Slope Restoration, Sheldon Slope	1.000 LS @ \$51,084.85/LS	<u>\$51,084.85</u>
Total		<u>\$51,084.85</u>

CM 54

Beck Road Additional SESC Measures	1.000 LS @ \$10,984.09/LS	<u>\$10,984.09</u>
Total		<u>\$10,984.09</u>

CM 55

PAMS Test Strip Installation	1.000 LS @ \$2,625.27/LS	<u>\$2,625.27</u>
Total		<u>\$2,625.27</u>

Grand Total

\$64,694.21

Reason(s) for Extra(s)/Adjustment(s):

CM 52

Due to slope seepage, the previously restored slopes east of Sheldon Road on both east and westbound M-14 washed out. With the assistance of Construction and Technology, the banks were inspected and it was determined that bank drains needed to be installed to prevent seepage. To install the bank drains and restore the failed slopes, the prime contractor stripped the existing top soil, installed the bank drains, backfilled with granular material, and placed 6 inches of topsoil. Items in this extra include, but are not limited to the labor, equipment and materials required to fertilize, anchor the turf matt (Landlok 450 materials cost), and the seed for the area. The Landlok 450 product is utilized to hold the soil in place so that the vegetation could be established to stabilize this slope. The extra cost for Slope Restoration, Sheldon Slope is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 54

Original soil erosion measures were installed per the plans in 2006 near the Beck Road interchange area. After observing the area during the spring of 2007, it was determined that they were inadequate. The engineer directed the contractor to return to the area and repair the slopes and upgrade the soil erosion measures. The extra cost for Beck Road Additional SESC Measures is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 55

After the project was started, the Construction and Technology Division asked the project office to try a new soil erosion technique on the project. This involved using polyacrylamides (PAMS) to bind the soils and help control erosion. The mixture was used in several different locations, some with just clay and others with topsoil. The extra cost for PAMS Test Strip Installation is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on June 3, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

83. **Extra 2008 – 085**

Control Section/Job Number: 82400-78823 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Cadillac Asphalt, LLC.
P O Box 87248
Canton, MI 48188

Designed By: Local Agency
Engineer's Estimate: \$2,943,028.22

Description of Project:

7.00 miles of cold milling hot mix asphalt surface, hot mix asphalt concrete resurfacing, concrete curb, sidewalk, driveway approaches, drainage structures and other items at sixteen locations from Jeffries Freeway/Hancock Street to Tireman Street, in the City of Detroit, Wayne County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	July 1, 2004	
Original Contract Amount:	\$3,090,412.64	
Total of Overruns/Changes (Approved to Date):	(\$94,711.37)	- 3.06%
Total of Extras/Adjustments (Approved to Date):	366,795.00	+ 11.87%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>208,507.71</u>	<u>+ 6.75%</u>
Revised Total	<u>\$3,571,003.98</u>	+ 15.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.81% under the original budget for an **Authorized to Date Amount** of \$3,362,496.27.

Approval of this extra will place the authorized status of the contract 15.56% or \$480,591.34 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-115	3	\$366,795.00	08/07/07

Contract Modification Number(s): 5 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

Curb Removal, Special	1,114.000 Ft @ \$10.75/Ft	\$11,975.50
Curb, Concrete Detroit CD, Special	1,114.000 Ft @ \$15.95/Ft	17,768.30
Sidewalk Removal, Special	1,864.000 Syd @ \$26.55/Syd	49,489.20
Sidewalk Concrete 4", Special	19,588.600 Sft @ \$4.85/Sft	95,004.71
Sidewalk, Ramp ADA Insert	920.000 Sft @ \$37.25/Sft	34,270.00
Total		<u>\$208,507.71</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 5**

This project consisted of hot mixed asphalt resurfacing and sidewalk replacement on various streets in the downtown Detroit area. Prior to the acceptance of the project, both MDOT and the City of Detroit's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. Some of the sidewalk ramps were previously worked on as part of this contract. Due to the high pedestrian traffic in the downtown area, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps.

The contractor was directed to replace the ADA ramps at the 16 intersections. This work was originally set up on contract modification 3 and now represents the amount needed to date. The prices for this work reflect cost increases since 2004 and include mobilization, minor traffic control, barricades, and flag control required to complete the work. In addition, the contractor was required to complete the work on weekends to avoid weekday pedestrian traffic, and could not work on weekends with major downtown events. The extra cost for Curb Removal, Special; Curb, Concrete Detroit CD, Special; Sidewalk Removal, Special, Sidewalk Concrete 4", Special and Sidewalk, Ramp ADA Insert was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Prices and the work required.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its May 29, 2008 meeting, and is now recommended for approval by the State Administrative Board on June 3, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; City of Detroit, 18.15%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48201, 48202, 48204, 48208, 48209, 48211, 48826.

OVERRUNS

84. **Overrun 2008 – 20**

Control Section/Job Number: 38073-82775 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Rieth-Riley Construction Co., Inc.
3626 Elkhart Road
PO Box 477
Goshen, IN 46527

Designed By: MDOT
Engineer's Estimate: \$1,251,267.86

Description of Project:

12.15 miles of hot mix asphalt cold milling and single course hot mix asphalt overlay on M-50 from west of Rives Junction Road northwesterly to the Eaton/Jackson County line, Jackson County.

Administrative Board Approval Date:	February 20, 2007	
Contract Date:	April 19, 2007	
Original Contract Amount:	\$1,187,550.47	
Total of Overruns/Changes (Approved to Date):	118,755.05	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	(4,839.55)	- 0.41%
THIS REQUEST	<u>86,770.60</u>	+ <u>7.31%</u>
Revised Total	<u>\$1,388,236.57</u>	+ 16.90%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.59% over the original budget for an **Authorized to Date Amount** of \$1,301,465.97.

Approval of this overrun will place the authorized status of the contract 16.90% or \$200,686.10 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 5E3	1,228.000 Ton @ \$57.21/Ton	\$70,253.88
Shoulder, C1 II	1,507.000 Ton @ \$10.96/Ton	<u>16,516.72</u>
Total		<u>\$86,770.60</u>

Reason(s) for Overrun(s):

This project included correcting the existing crown and adding super elevation to some of the curves to meet current standards. The amount of hot mix asphalt that was needed to correct these conditions was underestimated. This also caused a higher than estimated shoulder edge that required additional gravel to be placed on the shoulder. This caused an overrun in the original bid items HMA, 5E3 and Shoulder, CI II.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its May 29, 2008, meeting and is now recommended for approval by the State Administrative Board on June 3, 2008.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49277, 49201.

85. **Overrun 2008 – 21**

Control Section/Job Number: 38103-M60734 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Causie Contracting, Inc.
201 Plains Road
Mason, MI 48854

Designed By: MDOT
Engineer's Estimate: \$224,249.59

Description of Project:

9.22 miles of concrete pavement repairs, resawing and resealing joints on I-94 from east of Sargent Road easterly to east of the Jackson/Washtenaw County line, Jackson County.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 7, 2007	
Original Contract Amount:	\$158,172.81	
Total of Overruns/Changes (Approved to Date):	15,817.28	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>55,760.00</u>	+ <u>35.25%</u>
Revised Total	<u>\$229,750.09</u>	+ 45.25%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$173,990.09.

Approval of this overrun will place the authorized status of the contract 45.25% or \$71,577.28 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Repr, Reinf Conc, 9 inch	697.000 Syd @ \$55.00/Syd	\$38,335.00
Pavt Repr, Rem	697.000 Syd @ \$25.00/Syd	<u>17,425.00</u>
Total		<u>\$55,760.00</u>

Reason(s) for Overrun(s):

The condition of the concrete pavement at the time of construction warranted additional repairs to provide a useful life of the project. The concrete pavement on the project deteriorated at a rate greater than expected from the time of the design until the project was under construction. The engineer determined that the additional deterioration was a safety concern and directed the contractor to replace the deteriorated areas. This caused an overrun in the original bid items Pavt Repr, Reinf Conc, 9 inch and Pavt Repr, Rem.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its May 29, 2008, meeting and is now recommended for approval by the State Administrative Board on June 3, 2008.

Criticality: This original item increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunklines, 100%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49242.

86. **Overrun 2008 – 22**

Control Section/Job Number: 47003-86433 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Fonson, Inc.
7644 Whitmore Lake Road
Brighton, MI 48116

Designed By: Scott Civil Engineering Co.
Engineer's Estimate: \$982,392.80

Description of Project:

Remove and replace bridge along with related approach work on North Fowlerville Road at Conway Cohoctah Drain, Livingston County.

Administrative Board Approval Date:	March 20, 2007	
Contract Date:	April 2, 2007	
Original Contract Amount:	\$796,871.54	
Total of Overruns/Changes (Approved to Date):	79,687.15	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	12,566.54	+ 1.58%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>103,801.50</u>	+ <u>13.03%</u>
Revised Total	<u>\$992,926.73</u>	+ 24.61%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.58% over the original budget for an **Authorized to Date Amount** of \$889,125.23.

Approval of this overrun will place the authorized status of the contract 24.61% or \$196,055.19 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Subgrade Undercutting, Type II	4,440.000 Cyd @ \$20.00/Cyd	\$88,800.00
Riprap, Heavy	411.000 Syd @ \$36.50/Syd	<u>15,001.50</u>
Total		<u>\$103,801.50</u>

Reason(s) for Overrun(s):

During excavation, topsoil was encountered below the subgrade that the engineer determined had to be removed. This topsoil was not encountered in the random soil borings completed for the project. The engineer directed the contractor to remove the soils using the pay item subgrade undercut type II. This caused an overrun in the original bid item Subgrade Undercutting, Type II.

The plans indicated that heavy rip rap would be needed along the bank of the drain. The designer misinterpreted the MDEQ permit for the placement of the rip rap. They believed that the rip rap should be placed five feet up the bank of the drain. The permit actually indicated that it should be placed five feet vertically up, which turned out to be about eleven feet up the bank. This caused an overrun in the original bid item Riprap, Heavy.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its May 29, 2008, meeting and is now recommended for approval by the State Administrative Board on June 3, 2008.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 94.94%; Livingston County, 5.06%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48843.

87. **Overrun 2008 – 23**

Control Section/Job Number: 59117-88402 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Youngstrom Contracting, Inc.
519 Sprague Road
Ionia, MI 48846

Designed By: L.S. Engineering, Inc.
Engineer's Estimate: \$537,670.30

Description of Project:

3.20 miles of grading, aggregate base, and hot mix asphalt paving on Fred Meijer Heartland Trail from Coral Road northerly to Forest Road and on Forest Road from public easement east to Sheldon Street in the villages of McBride and Edmore, Montcalm County.

Administrative Board Approval Date:	June 19, 2007	
Contract Date:	June 28, 2007	
Original Contract Amount:	\$317,218.35	
Total of Overruns/Changes (Approved to Date):	31,721.84	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	(450.00)	- 0.14%
THIS REQUEST	<u>22,172.00</u>	+ <u>6.99%</u>
Revised Total	<u>\$370,662.19</u>	+ 16.85%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.86% over the original budget for an **Authorized to Date Amount** of \$348,940.19.

Approval of this overrun will place the authorized status of the contract 16.85% or \$53,443.84 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt, Rem, Special	482.000 Syd @ \$10.00/Syd	\$4,820.00
Conc Pavt, Misc, Nonreinf, 6 inch	482.000 Syd @ \$36.00/Syd	<u>17,352.00</u>
Total		<u>\$22,172.00</u>

Reason(s) for Overrun(s):

During construction, an area of very weak soils was encountered. This area was not discovered until after the hot mix asphalt was placed for the path. The engineer directed the contractor to remove the pavement, re-grade the area and use concrete for the path in the area. This caused an overrun in the original bid items Pavt, Rem, Special and Conc Pavt, Misc, Nonreinf, 6 inch.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its May 29, 2008, meeting and is now recommended for approval by the State Administrative Board on June 3, 2008.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: Federal Highway Administration, 80%; Montcalm County, 20%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48888.

88. **Overrun 2008 – 24**

Control Section/Job Number: 62031-79781 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Kamminga & Roodvoets, Inc.
3435 Broadmoor Avenue SE
Grand Rapids, MI 49512

Designed By: MDOT
Engineer's Estimate: \$926,611.28

Description of Project:

0.46 miles of proposed center left turn lane, super elevation modification, resurfacing, drainage improvements and signal upgrades, on M-37 at M-82 (east), in the city of Newaygo, Newaygo County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	January 24, 2006	
Original Contract Amount:	\$907,568.84	
Total of Overruns/Changes (Approved to Date):	90,756.88	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	16,585.80	+ 1.83%
Total of Negative Adjustments (Approved to Date):	(37,475.42)	- 4.13%
THIS REQUEST	<u>10,531.10</u>	+ <u>1.16%</u>
Revised Total	<u>\$987,967.20</u>	+ 8.86%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.70% over the original budget for an **Authorized to Date Amount** of \$977,436.10.

Approval of this overrun will place the authorized status of the contract 8.86% or \$80,398.36 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA Approach, High Stress	128.100 Ton @ \$82.21/Ton	<u>\$10,531.10</u>
Total		<u>\$10,531.10</u>

Reason(s) for Overrun(s):

This project included correcting the existing crown and adding super elevation to the curve to meet current standards. Conditions in the field, with respect to the existing crown as compared to the old plans and survey data utilized during design, varied enough that the estimated quantity was not sufficient. This caused an overrun in the original bid item HMA Approach, High Stress.

This Overrun is recommended for approval by the State Administrative Board on June 3, 2008.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: Federal Highway Administration, 81.85%; State Restricted Trunkline, 18.04%; City of Newaygo, 0.11%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49337.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
May 22, 2008

Kirk T. Steudle
Director

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Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of May 28, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Report covering the regular meeting held May 28, 2008, be approved and adopted with Item 29 of the regular Transportation agenda withdrawn by the Department of Transportation at the State Administrative Board meeting on June 3, 2008. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Pavona moved to adjourn the meeting. The motion was supported by Ms. MacDowell and unanimously approved. Mr. Keenan adjourned the meeting.

SECRETARY

CHAIRPERSON